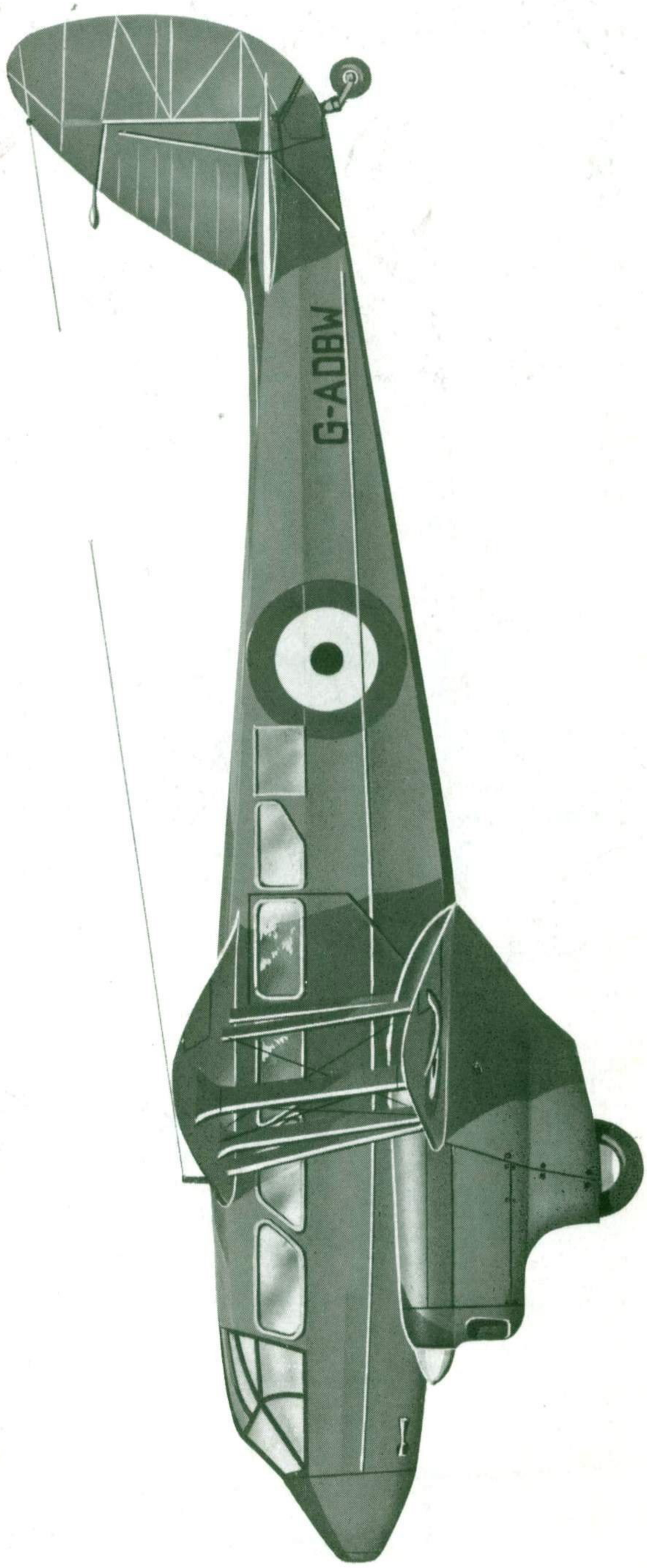
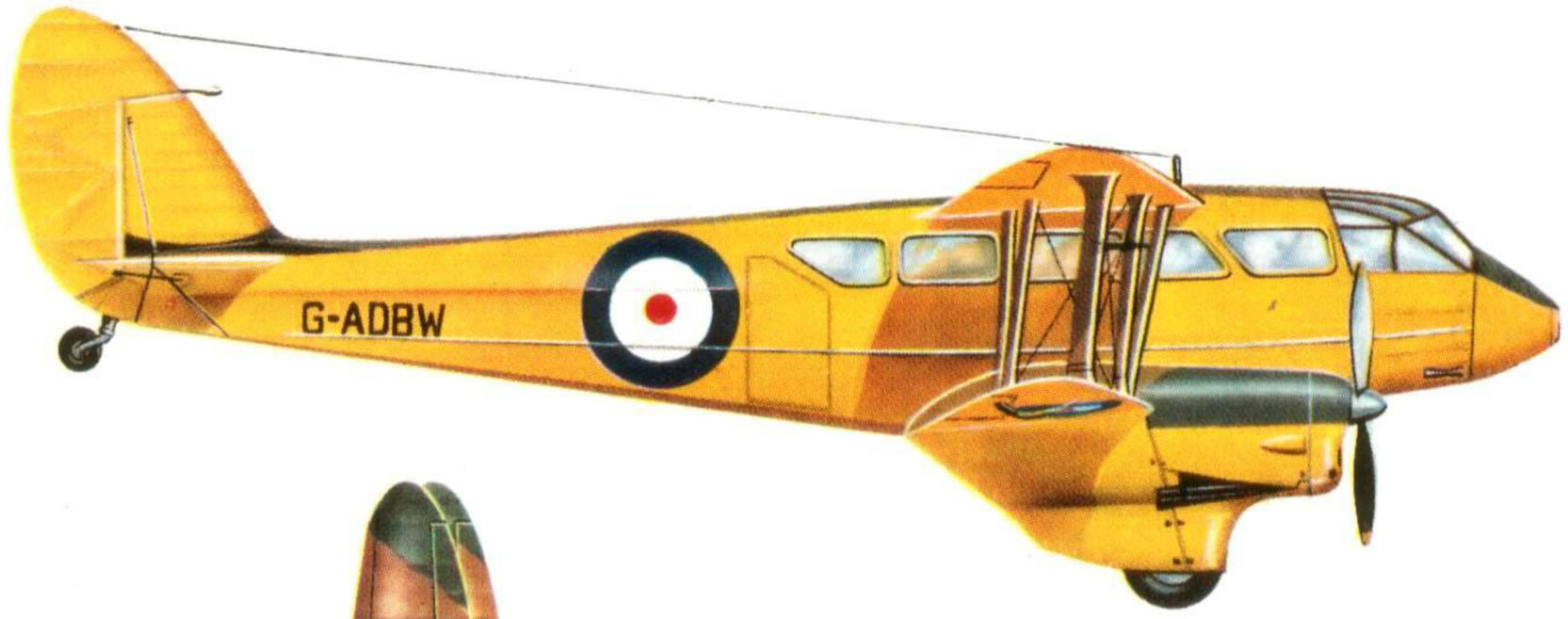
PROFILE PUBLICATIONS

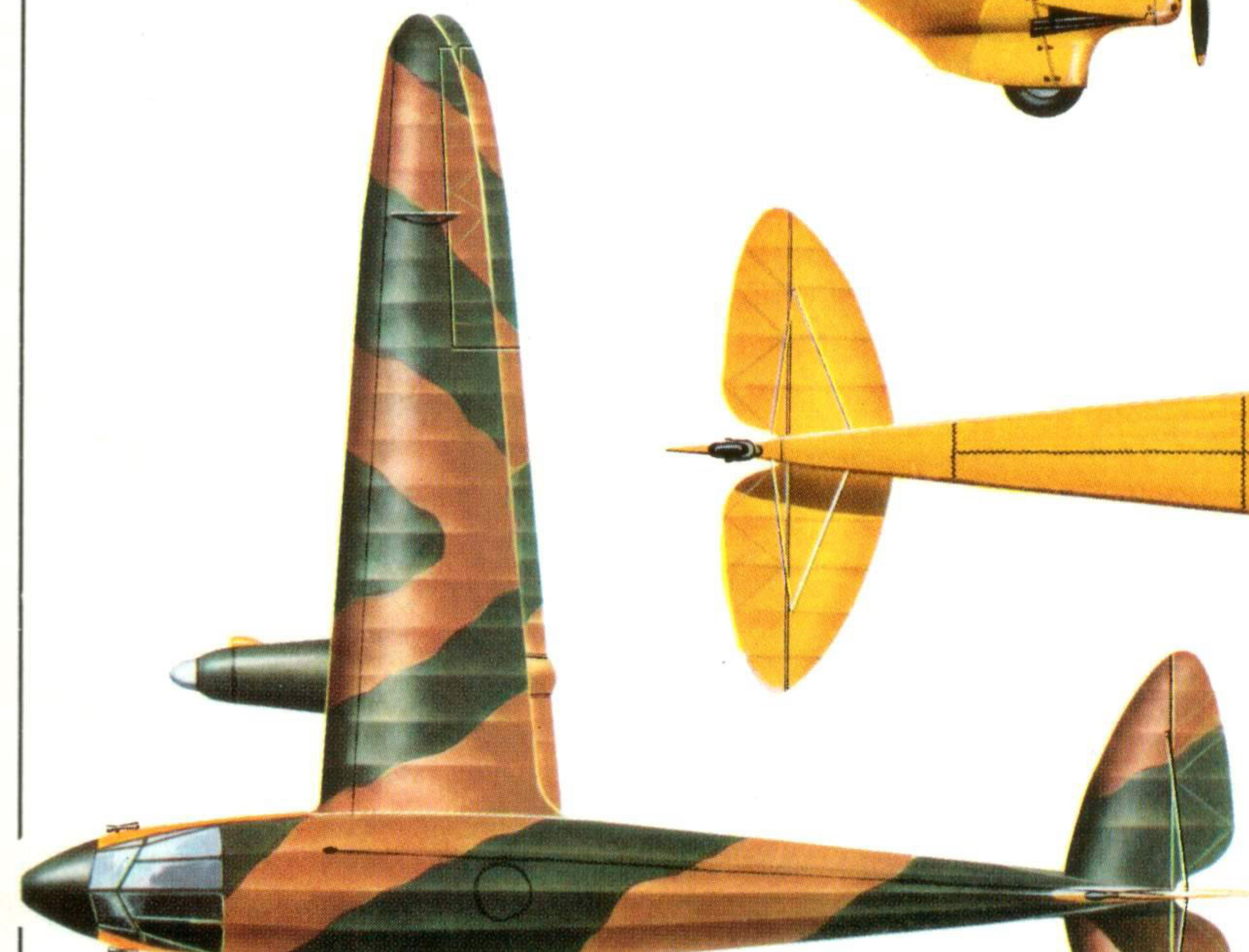
The de Havilland Rapide

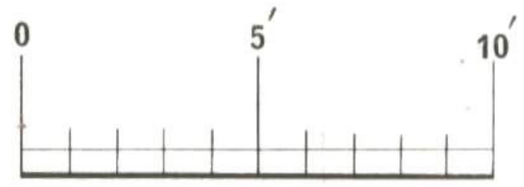


NUMBER 144

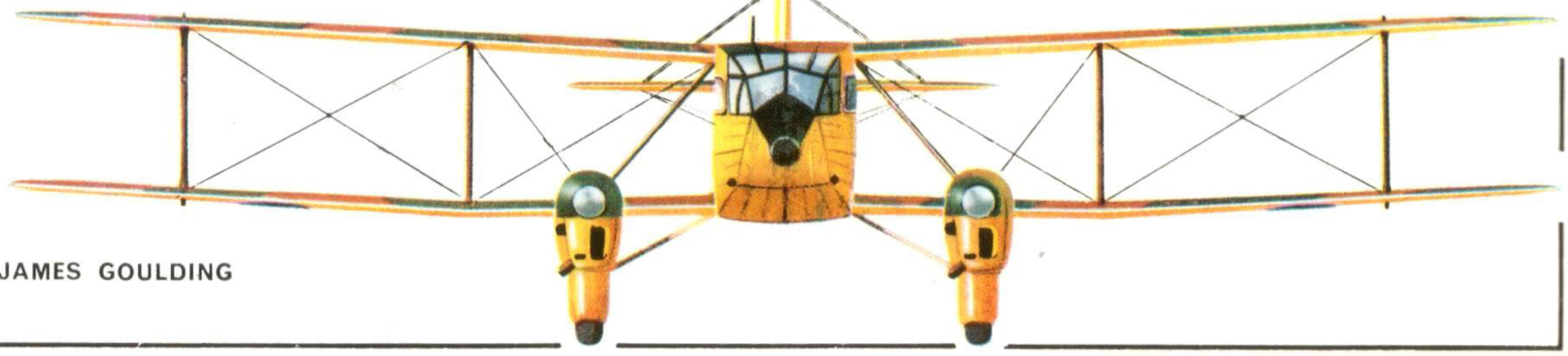
RETAIL
UNITED KINGDOM 3 LLINGS
UNITED STATES AND 50 CENTS







D.H. DRAGON RAPIDE G-ADBW, c/n 6288, as used by Airwork's No. 6 Air Observers' Navigation School at Staverton in June 1940, showing a combination of civil and military markings that were typical of civil aircraft employed on Type 'A' Civil Contracts during 1939/40.



© JAMES GOULDING

The de Havilland Rapide

by Peter W. Moss

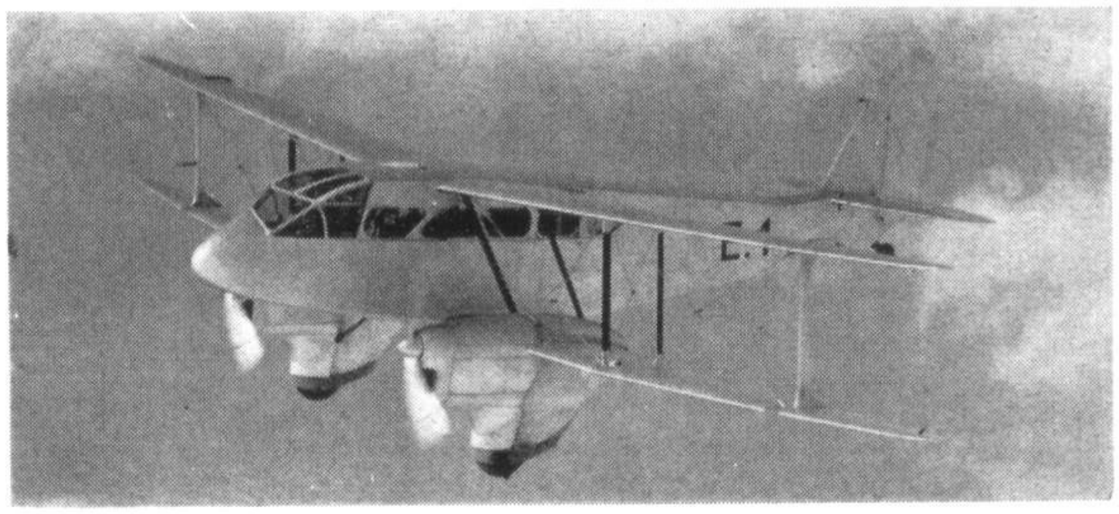
D.H. of Toronto sold their demonstrator CF-BFM on 13th January 1938 to Cia. Expreso del Plata, Montevideo, Uruguay, as CX-ADI. Registration mis-applied as CX-ABI and the Rapide was named Nuestra Senora del Carmen *after this photograph was taken.* (Photo: via Gary Kuhn)

Making its appearance in 1934, the Dragon Rapide was the outcome of three previous designs aimed to provide commercial operators with economic aeroplanes that were capable of paying their way, without subsidy, in an era of comparatively light traffic. The first to really fulfil this concept was the D.H.83 Fox Moth that appeared early in 1932, with seating accommodation for four passengers plus the pilot, the maximum a single engine of 130 h.p. could lift and fly at a sedate 105 m.p.h. Its outstanding success made one operator, Mr. E. Hillman of Hillman's Airways, urge D.H. to consider a twin-engined version capable of carrying six passengers and luggage on his Paris service at cut prices. In this way the D.H.84 Dragon came into being in November 1932.

In the late summer of 1933 work commenced on the design and construction of a fast ten seat, four-engined, airliner to an Australian requirement, known as the D.H.86 and sometimes referred to as the "Dragon Express". A new and more powerful engine was developed by D.H. for this airliner, a six cylinder version of the Gipsy Major, known as the Gipsy Six. From this successful D.H.86 design the D.H.89 emerged. As with previous designs, it was the work of D.H.'s design staff headed by Mr. A. E. Hagg. In appearance the D.H.89 closely resembled the larger D.H.86 as it employed the same fuselage, tapered mainplanes, engine nacelles and faired undercarriage, but all scaled to the twin-engine Dragon concept. Although the new design was initially named "Dragon Six", it was changed to Dragon Rapide early in February 1935.

Powered by two 200 h.p. D.H. Gipsy Six engines, the prototype D.H.89 made its first flight at Hatfield* on 17th April in the hands of Captain H. S. Broad, the senior test pilot at D.H. Even while the prototype was being built, plans were going ahead to put the Dragon Six into series production and it is characteristic that de Havilland's first customer was Mr. Hillman. The prototype's Certificate of Airworthiness trials at Martlesham Heath took place during May at an all-up weight of 5,000 lb., with accommodation for six passengers and 140 lbs. of luggage. During the trials it was discovered that on reaching a speed of around 175 m.p.h. the extreme nose buckled with a loud report; as a direct result the maximum permissible speed was restricted to 160 m.p.h. for all D.H. 89s. On its return to Hatfield in May the prototype was sold to Herr R. Herzig of the *Ostschweiz Aero Gesellschaft* for service between St. Gaul, Zürich and Berne, in Switzerland.

It was left to the first production Dragon Six, G-ACPM, to make a public début at Hatfield on 13th July, when it was entered in the 1934 King's Cup Race by Viscount Wakefield of Hythe, only to meet ill-fortune in Round 2, heat 9, when the wings were severely damaged by hail in a storm over Waddington and the pilot, Captain Broad, had to retire after completing the earlier heats at an average speed of 158 m.p.h. Three months later, after it had been delivered to Hillman's Airways, tragedy struck G-ACPM when it flew into the sea near Folkestone during rain, low cloud and poor visibility on 2nd October and all seven occupants were killed.

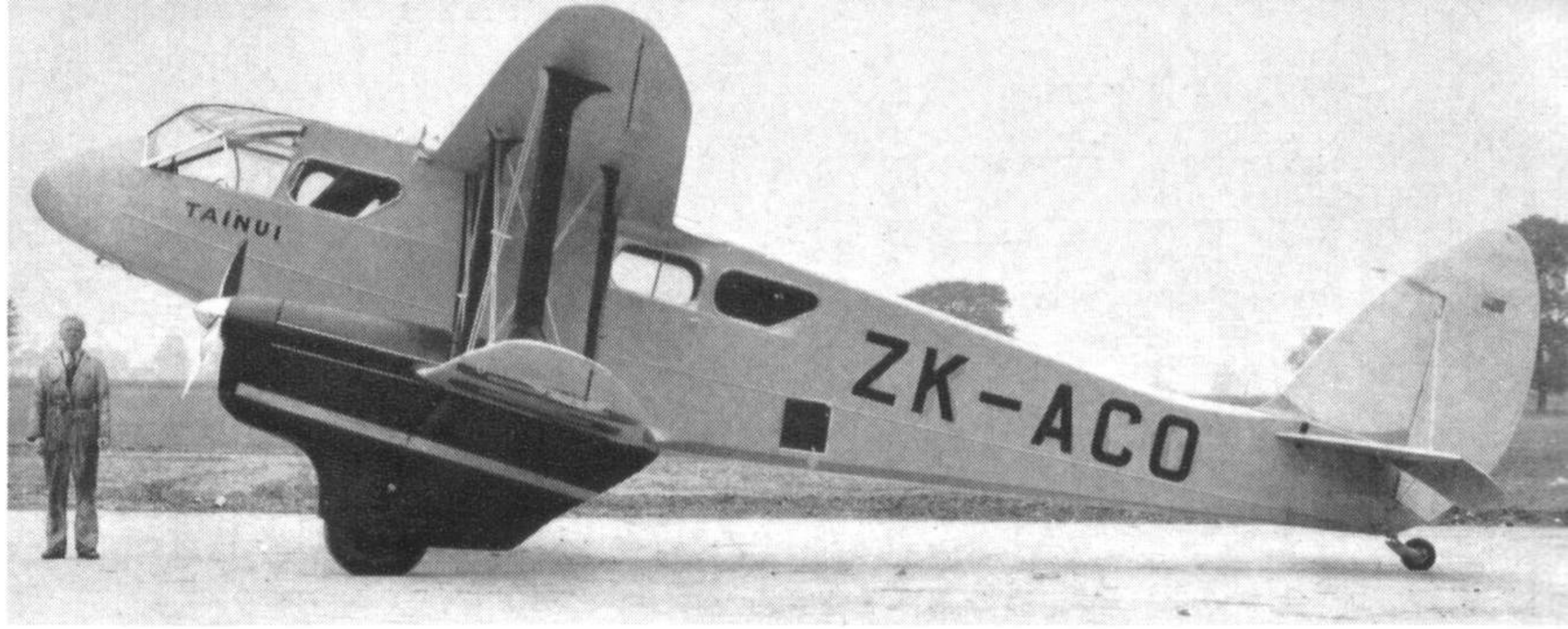


The prototype Dragon Six with Class "B" marks E.4, undercarriage fairing extensions and a rudder balance flap (trimming tab). There were four cabin windows on the port side, with the rear window at half the length of that fitted to production aircraft. (Photo: Temple Press)

In May 1934 the prototype was sold to Herr R. Herzig of the Ostschweiz Aero Gesellschaft *for service between St. Gaul, Zürich and Berne, in Switzerland. The fairing extensions and rudder balance flap had been removed by D.H.*
(Photo: Temple Press)

The first production Dragon Six, G-ACPM, made its public début at Hatfield on 13th July 1934 when it was entered in the King's Cup Race by Viscount Wakefield of Hythe, but had to retire when the wings were damaged by hail in a storm over Waddington. (Photo: Temple Press)

* *Incorrectly given by some air historians as Stag Lane, D.H.'s factory site until January 1934.*



This special Dragon Six was built for the 1934 England to Australia race. The cabin was fitted with three semi-cylindrical fuel tanks totalling 230 gallons. Piloted by S/Ldr. J. D. Hewett and Mr. C. E. Kay, it came sixth in the Handicap race and won fifth place in the Speed race. (D.H. Photo)

A special Dragon Six was built for the Melbourne Centenary Air Race Committee for entry in the now famous 1934 England to Australia race. Registered ZK-ACO and named *Tainui*, after the first Maori war canoe to reach New Zealand, it was fitted with three extra semi-cylindrical fuel tanks in the fuselage, holding 230 gallons all told and extending its range to approximately 1,000 miles. Piloted by S/Ldr. J. D. Hewett and Mr. C. E. Kay, with Mr. E. Stewart as radio operator, they were the eleventh aircraft to depart from Mildenhall on 20th October. Despite a force-landing at Boulogne and wing damage at Cloncurry, Australia, they went on to take sixth place in the Handicap race after flying 87 hrs. 54 mins. 36 secs. (formula time) and 106 hrs. 51 mins. 28 secs. (net flying time); they also won fifth place in the Speed race after 330 hrs. 51 mins. 10 secs. away from Mildenhall.

Production was now in full swing and G-ACZE, the first of two Dragon Sixes for the *Anglo-Persian Oil Co., left Heston Airport on 19th December 1934 and arrived at Almaza, Cairo, on Christmas Day. Together with G-ACZF, flown out in February, they were based at Abadan on the Persian Gulf and operated by Airwork Ltd. for quick communications between the oil-shipping base there and the surrounding oil-fields in the desert. Rapides formed the flying equipment of other oil concerns in the Middle East, including the Iraq Petroleum Transport Co. and their associate concern, Société de Transports du Proche-Orient. Elsewhere three were used by The Asiatic Petroleum Co. for communications between oil prospecting sites in Netherlands New Guinea.

The Air Ministry Specification G.18/35 was contended for by D.H. with the Dragon Rapide's redesign as a potent military machine for coastal reconnaissance and one prototype was built to A.M.

**Persia became Iran on 21.3.35 and the firm was renamed Anglo-Iranian Oil Co., Ltd.*

The military D.H.89, K4772, at Martlesham Heath on 26th April, 1935. Note extended dorsal fin, a Vickers Mk. V machine-gun and landing light in nose, five cabin windows (each side), navigation lights on wings and rudder, wooden propellers, and a deepened fuselage to house 4 × 20 lb. and 2 × 120 lb. G.P. bombs. Military Rapides were also sold to Spain, Iran and Lithuania.
(Photo: Peter Moss collection)

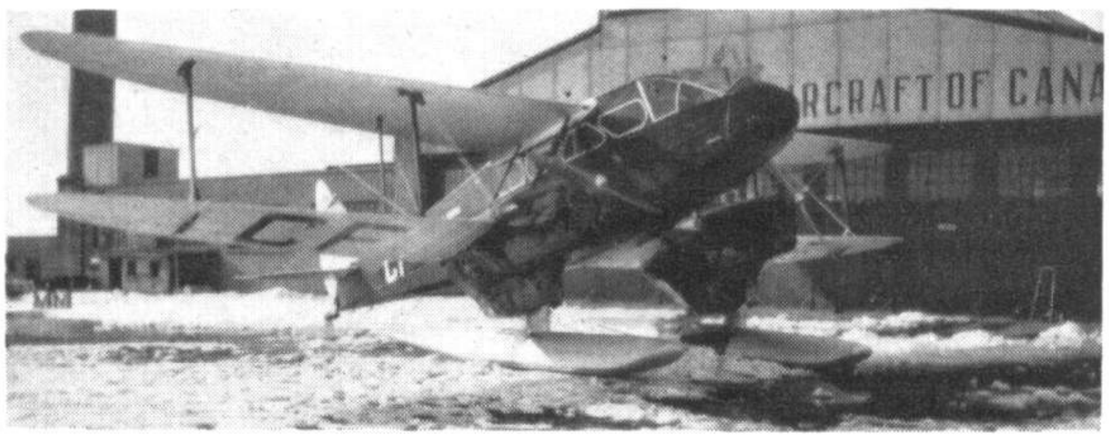
order with the Service serial K4772. Tests were carried out at Martlesham Heath from 13th April 1935 and from 13th May comparative trials were carried out by the Coastal Defence Development Unit at Gosport with its rival, the Avro 652 (Anson), but failed to qualify. *N.B.: the designation D.H.89M was not used by D.H. or the R.A.F.* K4772 was stripped of military equipment and used at Farnborough from 6th June for experiments in automatic controls by the R.A.E. During the war it was used mainly as a hack at the A. & A.E.E. Boscombe Down, until it went back to D.H. at Witney in June 1942 and was reduced to spares.

Work on the military Rapide was not wasted, for in December 1935 the Spanish Government received three of a modified version for police duties in Morocco; the Imperial Iranian War Ministry ordered three in 1936 and the Lithuanian Air Force took delivery of two in April 1937.

RAPIDES FOR CANADA

The year 1935 also saw the first of sixteen Rapides shipped direct to the Canadian branch of D.H. at Toronto for local modifications and re-sale. The Canadian Rapides were distinguished by the extended dorsal fin of the military version and undercarriage attachments were made interchangable with either wheels or skis, according to weather conditions, and the numerous lakes made floats an optional choice during summer months. The prototype, CF-AEO, went to Quebec Airways in June 1935 and received a temporary C. of R. They advertised its sale for $23,000 on wheels, or $26,500 with floats and it was sold to Canadian Airways at Winnipeg; but seven days later, on the 18th July, it was destroyed

The Canadian Airways Rapide CF-AYE experimentally fitted with a D.H. streamlined ski undercarriage. It was test flown on type approval by the R.C.A.F. (S/Ldr. J. H. Tudhope) from D.H. Toronto on 23rd March 1936.
(Photo: Basil van Sickle)



Four Rapides of Quebec Airways equipped with Elliott skis for the Rimouski to Harrington Harbour service during winter months. (D.H. Photo)

by fire at Moncton N.B. when it mushed on take-off.

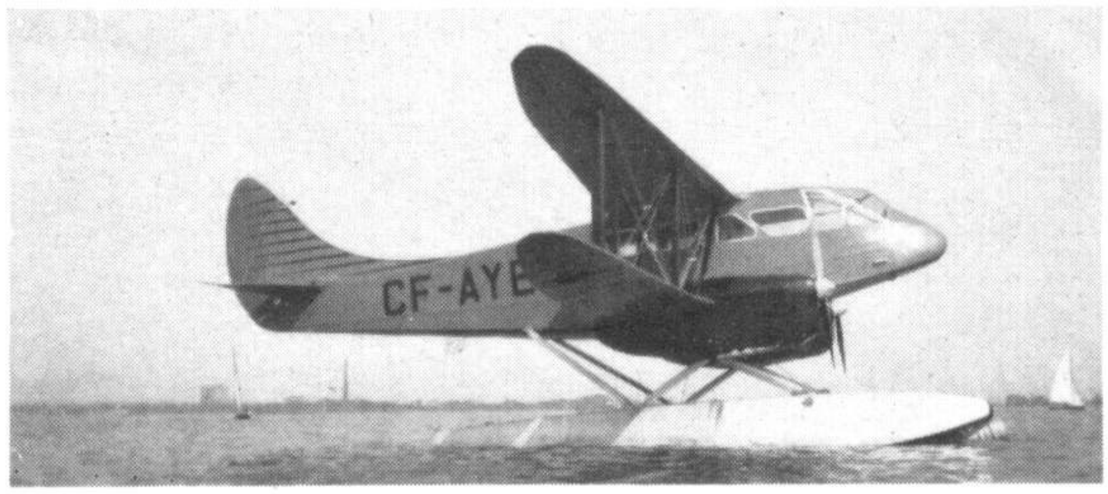
Subsequent Rapides in Canada were supplied to Canadian Airways at Winnipeg and used on their West Coast and Maritime routes; Quebec Airways at Montreal with scheduled flights in the St. Lawrence River area; British North American Airways at Toronto and Ginger Coote Airways at Vancouver. On 30th January 1942 nearly all the Canadian airlines, except Quebec A/W, were amalgamated to become Canadian Pacific Airlines, but Quebec A/W were finally absorbed in 1950. Second-hand Rapides were used by Central Northern Airways at Winnipeg, Spartan Air Services at Ottawa and Maritime Central Airways at Charlottetown. The daily Toronto newspaper "The Globe and Mail" bought the float equipped CF-BBG in June 1937 only to see it destroyed by fire two months later while refueling in the Toronto Air Harbour on 21st August 1937.

In November 1941 a fuselage shell (No. 89232) was built at Hatfield and shipped to Canada, along with other components, as spares. This fuselage was used to make a complete Rapide and on 2nd June 1942 a C. of A. was issued to it as CF-BNJ; it was flown by Maritime Central Airways at Charlottetown until it was sold to Spartan Air Services at Ottawa in April 1952. Its C. of A. lapsed in 1955. In 1946 two Rapides were shipped to Canada to become CF-DIM and 'DIN; they were received by D.H. at Toronto and while CF-DIM was sold to G. H. Wheeler in April 1951, the second Rapide was sold to Venezuela as YV-P-BPE prior to its being registered as CF-DIN.

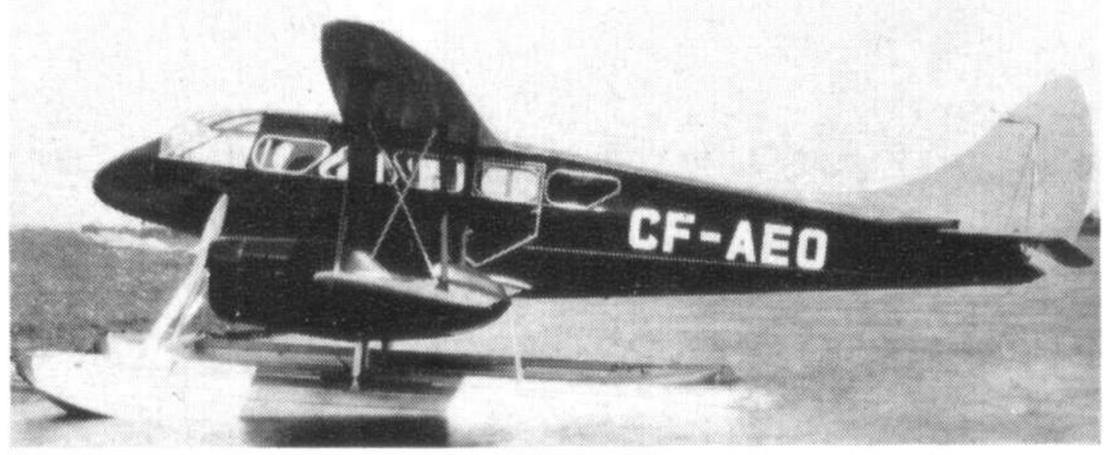
Design work on the Dragon configuration continued in an effort to increase its performance without losing the assets of economy. The result was a smaller, lighter and cleaner looking edition of the Rapide, known as the D.H.90 Dragonfly, which first appeared in August 1935. With dual control and seating accommodation for five in a small cabin, it had a good performance on lower horse-power. Despite this, the Dragonfly failed to achieve the same degree of popularity as that enjoyed by the Rapide and production ceased in 1938 after only 67 had been built.

Ideas for the improvement in comfort and operating efficiency were tried out on the 60th Rapide airframe, G-ADWZ, retained by D.H. for trials in November 1935. The rear windows were lengthened, a landing searchlight was installed in the tip of the nose (first featured in K4772) and cabin heating was achieved by channeling hot air from heater muffs on the exhaust pipes. In addition, it had thickened wing tips and the cabin was fitted with five seats and a toilet. In the light of experience gained from the military Rapide, the gross weight was increased to 5,500 lb. by suitable strengthening, thereby increasing the payload by 500 lb. After C. of A. trials at Martlesham Heath in March and April 1936, the Rapide was cleared at the new all-up weight.

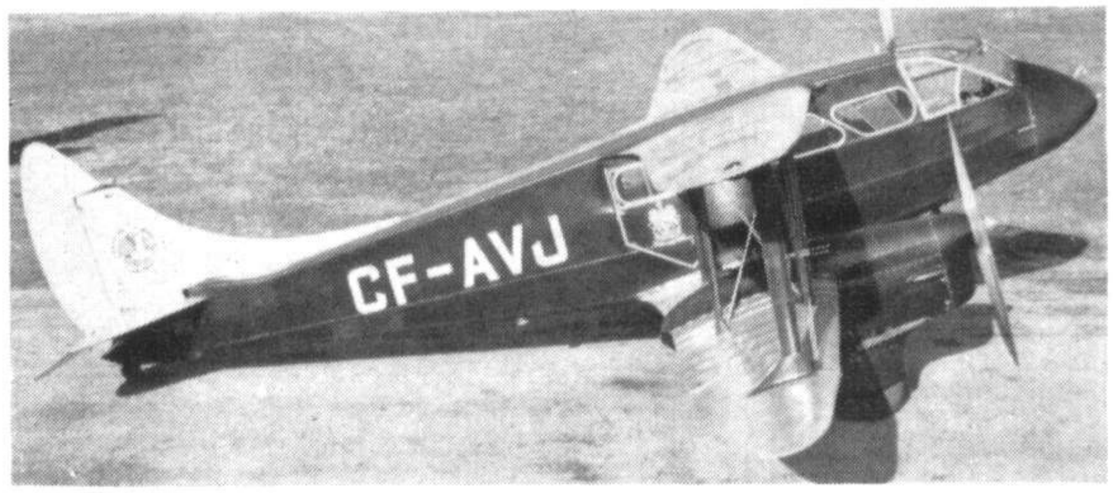
With the announcement of a race from England to Johannesburg to take place in September 1936, de Havilland's design staff built a special version of the Rapide, known as the D.H.92 Dolphin, to enter in the race. Fitted with a retractable undercarriage, the Dolphin had dual control with a nose section styled after that of the D.H.86A. The wing span was increased to 53 ft. 7 in. and with two D.H. Gipsy Six, Srs. II engines of 204 h.p. each and driving constant speed propellers, the all-up weight was 6,600 lb. Flight tests in August proved that the Dolphin was too heavy structurally and its performance showed no improvement over the Rapide, with a top speed of only 161 m.p.h. As a result the Dolphin was abandoned and broken-up in October 1936. The civil marks G-AEMX were allotted on 27th August 1936, but during the whole of its short existence the Dolphin wore red priming dope on fabric covered surfaces with a Class "B" identity. The Dolphin is also a mystery 'plane in as much that



CF-AYE, on Edo "Ya" floats, moored at the seaplane base of the Toronto Island Airport. It was probably in the livery of British North American Airways based there in 1937/38. CF-AYE was named Zeballos Empress *while a floatplane in Canadian Airways livery.* (Photo: Basil van Sickle)

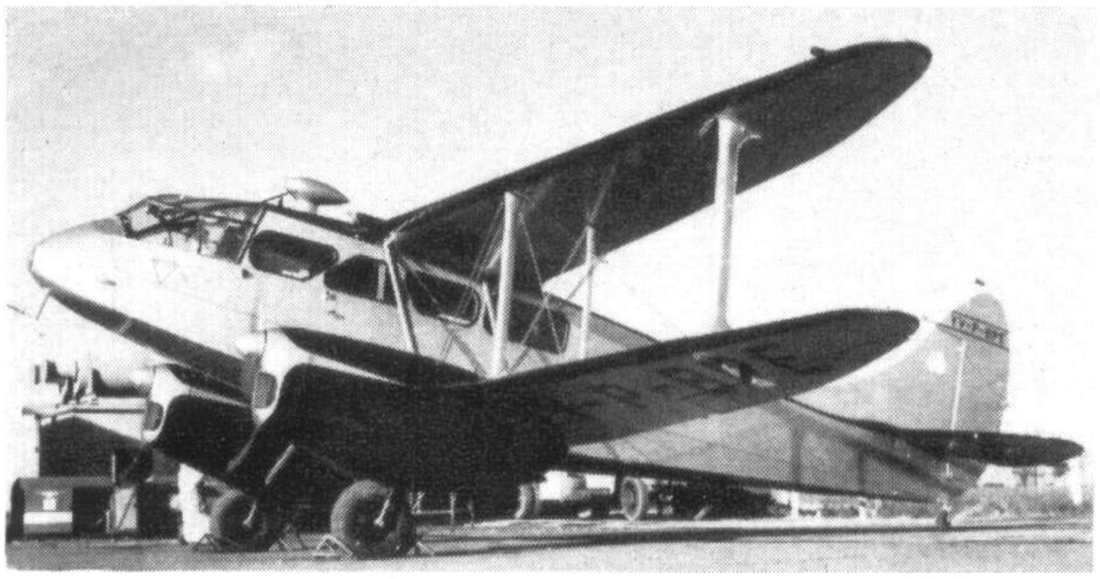


CF-AEO was converted to Fairchild 5500 floats and chassis by Canadian Fairchild at Longueuil, P.Q. and was flown to Rockcliffe (Ottawa) on 18th June 1935 for type approval tests by the R.C.A.F. Test flights were carried out by F/O C. W. Morrison of the Test and Development Flight, and the Rapide had a modified rudder, two cabin doors and an emergency exit for the pilot. With its sale to Canadian Airways in July 1935 the undercarriage reverted back to wheels and the Rapide was fitted with cameras for survey work.

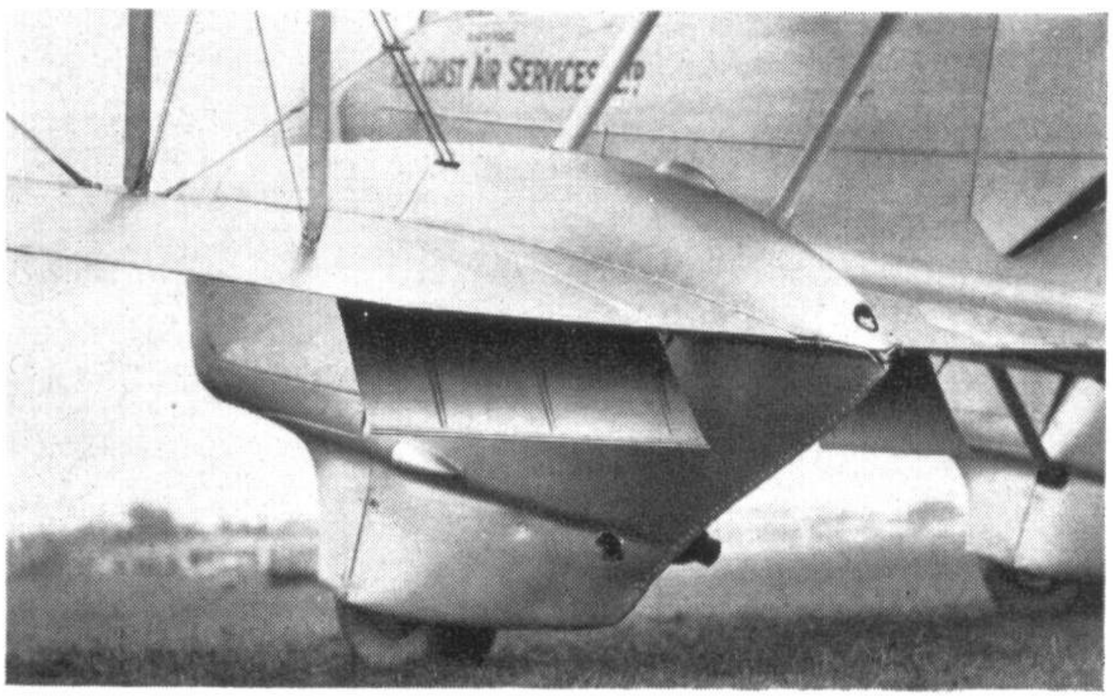


CF-AVJ, in full Canadian Airways livery and insignia, showing the additional starboard cabin door, was fitted with wheels for the Vancouver to Seattle service. This Rapide was destroyed by fire at Saint John, N.B. when the port engine exhaust started a fire during run up on 17th May 1939.
(Photo: Canadian Airways)

The mysterious Rapide CF-BNJ, c/n CF-89232, built up from a fuselage shell imported from Hatfield in 1941, seen here at Ottawa in Spartan Air Services livery in 1952.
(Photo: J. F. McNulty)



The frustrated Canadian import CF-DIN, c/n 6938, after its sale to Venezuela as YV-P-BPE in 1946, seen here in RIEGO livery and insignia.



Close-up of the split trailing-edge flaps of the D.H.89A model in 1937. Flaps were fitted to improve the Rapide's gliding attitude while landing, as it was otherwise difficult to bring down quickly. (Photo: Temple Press)

no photographs or drawings appear to exist.

Although the flying characteristics of early Rapides were pleasant and without vice, it did need a competent pilot to land it without "floating". Way back in 1935 it had been suggested that flaps would help to overcome the Rapide's reluctance to return to earth, but it was not until November 1936 that flaps were first tested in the 93rd airframe. Flown under Class "B" marks E4, the C. of A. trials followed in February 1937, by which time D.H. had announced that the 1937 model would have flaps fitted as standard, metal propellers as an optional standard, and a downward recognition light to normal night-flying equipment. The Rapide's designation was changed to D.H.89A and E4 became G-AEOV in March. Series production of the new model commenced with G-AERN and as earlier Rapides came in for overhaul most were converted to flaps; two well known exceptions are G-AEMH and G-AEML.

AIR MINISTRY RAPIDES

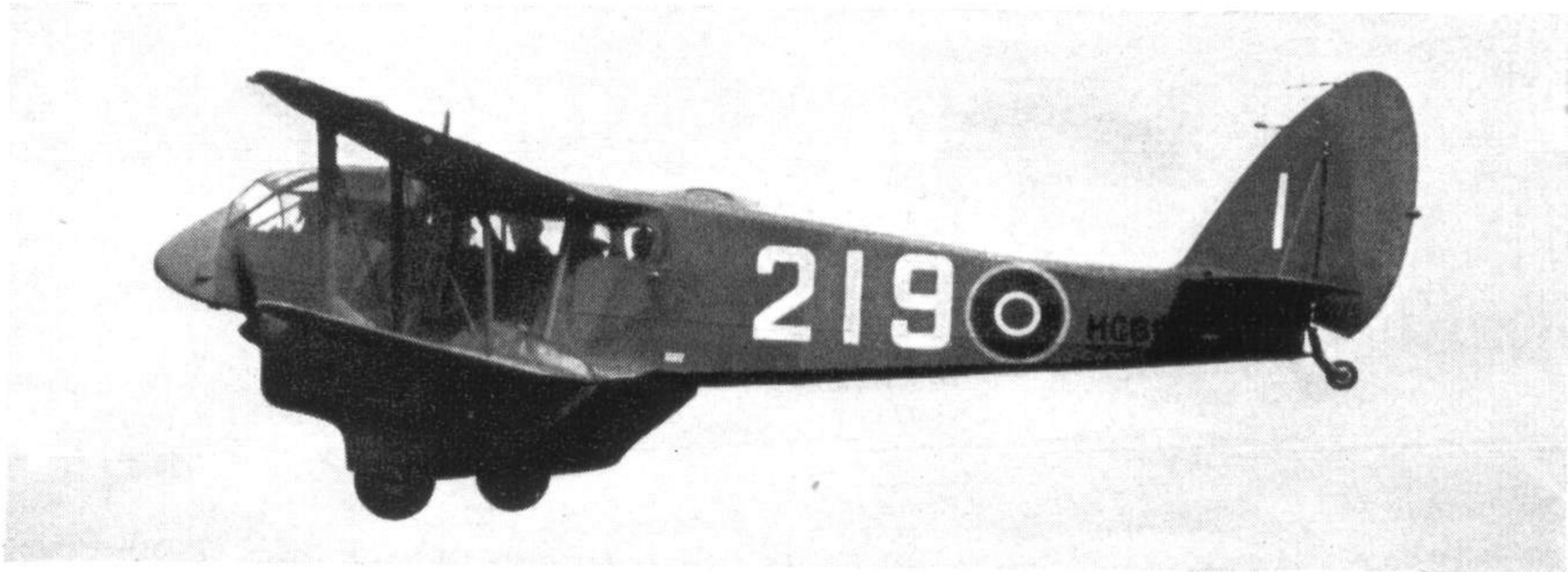
Production of the Rapide continued at Hatfield throughout 1938 and 1939 without further developments in its design. Among the dozens of orders received during those two years, three were to have far reaching effects on the Rapides' future: the first

The Rapide E9, c/n 6420, experimentally fitted with a Dowty levered suspension undercarriage in 1938. (D.H. Photo)

was an Air Ministry Contract for two communications Rapides, P1764 & P1765, for No. 24 Squadron, the first of which flew in red priming dope and Class "B" marks E9 during September 1938 for experimental flight tests of a Dowty levered suspension undercarriage; the second order came from Airwork Ltd. for nine to be fitted out as navigation trainers for Mr. C. W. Martin's School of Navigation at Shoreham. This order followed the Air Ministry policy under the expansion scheme to employ civil organisations by Type "A" contract. Mr. Martin's school became No. 6 C.A.N.S. with Airwork operating the Rapides. In September 1939 their base was moved to Staverton where they were known as No. 6 Air Observers' Navigation School. Camouflaged in a manner similar to G-ADBW (the subject of this *Profile's* five view colour drawing), the school's fourteen Rapides were finally taken over by the R.A.F. to Contract No. 34983/39, d/d 15th July 1940; the third order was for two Rapide trainers, P9588-89, for No. 2 Electrical & Wireless School at Yatesbury, backed up by three more contracts for 37 Rapide trainers during 1939.

With Great Britain's declaration of war with Germany on 3rd September 1939 all transport aircraft became subservient to an Air Ministry organisation known as the National Air Communications. Services stopped at the outbreak of war were gradually resumed where they were considered to be useful to the war effort.

No. 24 Squadron at Hendon received twenty-four civil Rapides between 8th September and the critical days of May/June 1940, to act as courier aircraft between England and France. Ten were lost during the evacuation of France: G-ACYM & 'DNI in accidents, G-ADNH & 'FSO destroyed by enemy action and G-AEAM, 'EBW, 'EPF, 'EXP, 'FAH & 'FEO were abandoned in France. When the work of N.A.C. came to an end in June, a new organisation under the Chairmanship of Sir Harold Hartley came into existence on 27th June 1940 with the title Associated Airways Joint Committee. All the surviving internal airlines joined the A.A.J.C. with



This Dominie Mk. I, HG691, wears an individual code number while operating with the Air Operating Sector of No. 2 Radio School at Yatesbury in 1944/45. It later became G-AIYR with Reid and Sigrist in 1948.
(Photo: Temple Press)

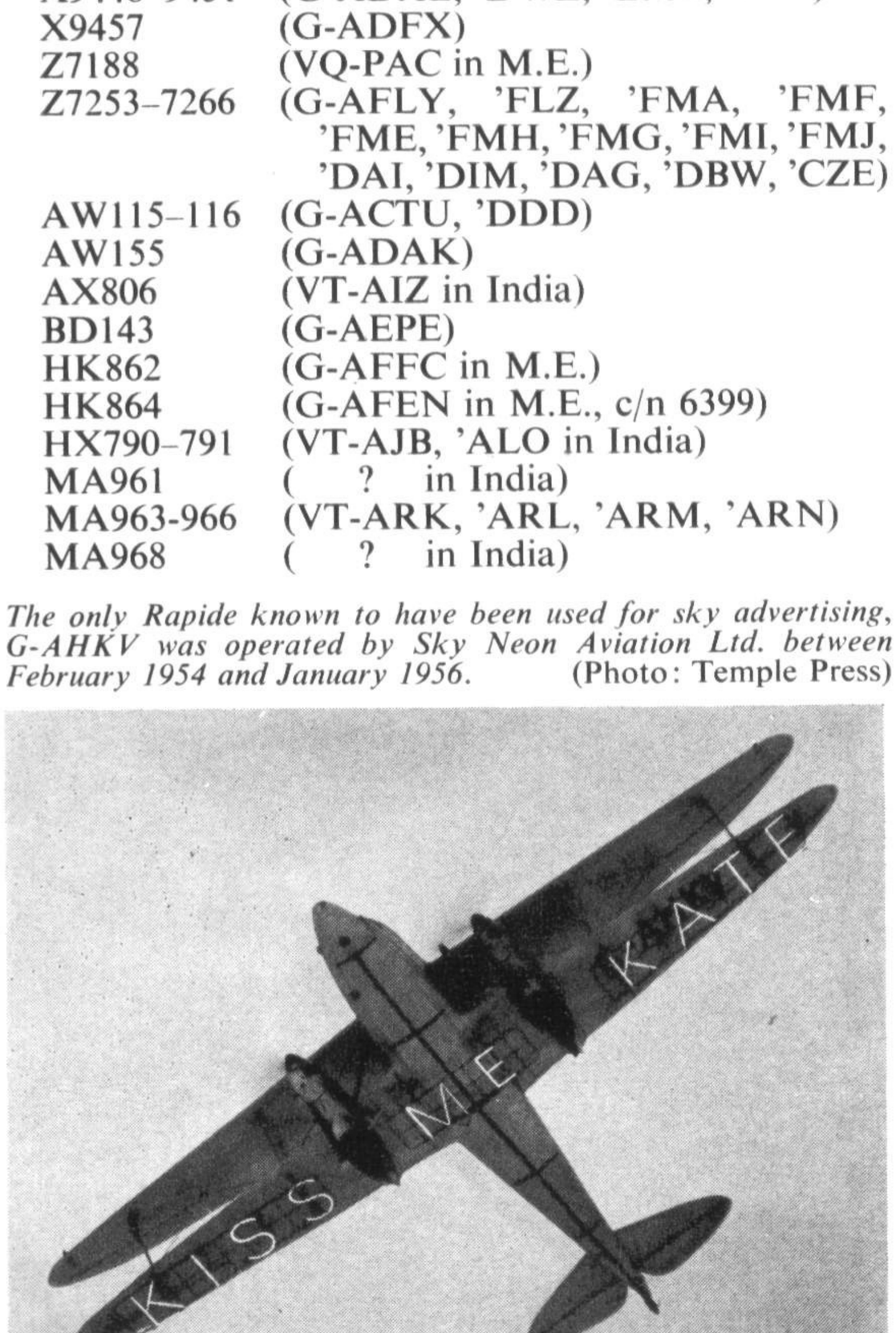
the exception of Allied Airways (Gandar Dower) Ltd., who had a similar arrangement with the Government and continued to fly services from Aberdeen to Kirkwall in the Orkneys, and Sumburgh in the Shetlands with two Dragons and the Rapides G-ACZF and 'DAH. In November 1941 they received the last production Rapide, G-AGDM, and in 1942 G-ACZE arrived to replace 'DAH taken over by the Government.

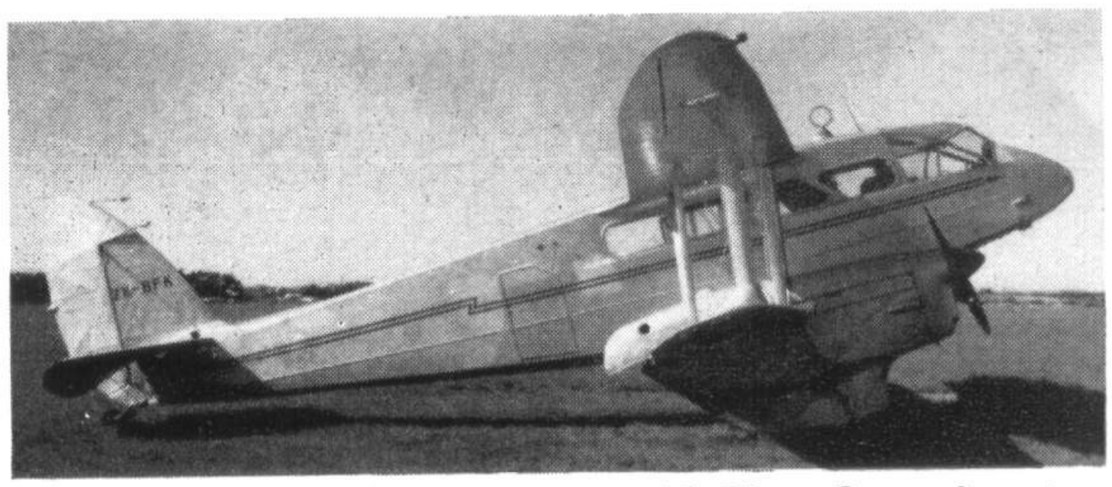
Meanwhile, D.H. at Hatfield had received a substantial order for 150 Rapide trainers in 1940. The R.A.F. were to know them as the Dominie and by the time production ceased in July 1946, 523 had been built (including R2485-87, but excluding K4772, K5070, P1764 & P1765). The navigation and W/T trainer became the Mk. I when the communication version appeared in 1945 as the Mk. II.

Most of the Rapides pressed into service with No. 24 Sqn. in 1939/40 were subsequently impressed into the R.A.F. and their civil marks gave way to military serials; similarly, others were impressed for army co-operation duties, but fourteen were retained to keep scheduled skeleton services within the British Isles under A.A.J.C. control. In all, forty-three Rapides were impressed in the U.K., two in the M.E. and nine in India. The civil/military tie-ups were as follows:

V4724–4725	(G-AFNC, 'FND)
W6423–6425	(G-ADNH, 'EAM, 'EAJ)
W6455–6457	(G-AENN, 'EOV, 'FSO)
W9365	(G-ADNI)
X8505–8511	(G-AEXP, 'FEO, 'EXO, 'FAH, 'CTT, 'EPW, 'DBV)
X9320	(G–ACYM)
X9386–9388	(G-ADDE, 'EMH, 'FEP)
X9448–9451	(G-ADAL, 'DWZ, 'EML, 'FEZ)
X9457	(G-ADFX)
Z7188	(VQ-PAC in M.E.)
Z7253–7266	(G-AFLY, 'FLZ, 'FMA, 'FMF, 'FME, 'FMH, 'FMG, 'FMI, 'FMJ, 'DAI, 'DIM, 'DAG, 'DBW, 'CZE)
AW115–116	(G-ACTU, 'DDD)
AW155	(G-ADAK)
AX806	(VT-AIZ in India)
BD143	(G-AEPE)
HK862	(G-AFFC in M.E.)
HK864	(G-AFEN in M.E., c/n 6399)
HX790–791	(VT-AJB, 'ALO in India)
MA961	(? in India)
MA963-966	(VT-ARK, 'ARL, 'ARM, 'ARN)
MA968	(? in India)

The only Rapide known to have been used for sky advertising, G-AHKV was operated by Sky Neon Aviation Ltd. between February 1954 and January 1956. (Photo: Temple Press)





The first post-war Mk. 4 conversion with Gipsy Queen 2 engines and constant speed propellers, after its sale to K. G. R. Broomfield of Gisbourne, N.Z., as ZK-BFK. The extended engine nacelle houses a larger oil tank. (Photo: A. J. Jackson)

The first Rapide to be officially known as the Mk. 6, G-APBM was modified by Air Couriers (Transport) Ltd. in 1958. It was sold to the Société Ardic, at Dakar, as F-OBRU in 1960. (Photo: Peter W. Moss)

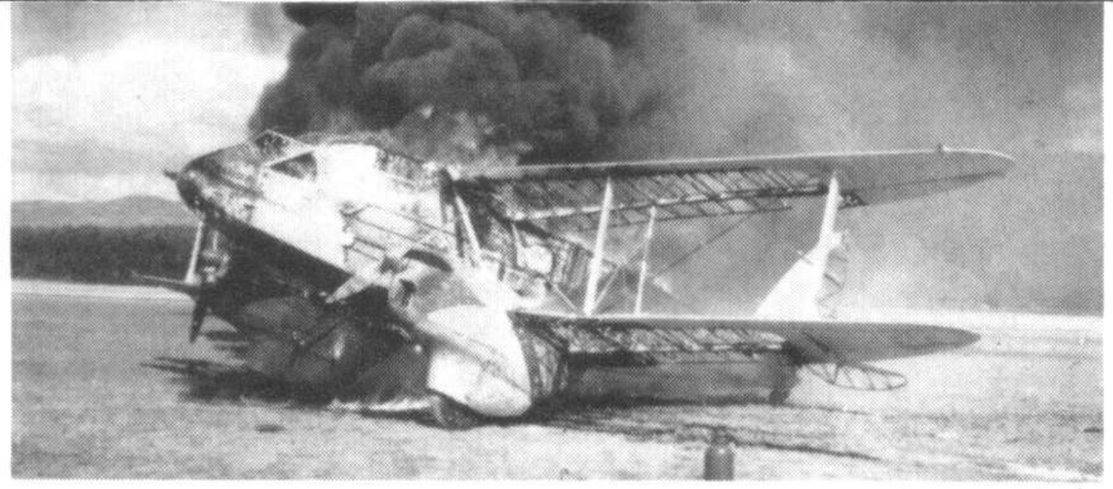
The Argentine Rapides present something of a mystery with regard to their origins, for ten were purchased shortly after the war by Sfreddo & Paolini Ltd. for resale, while ZONDA are known to have had 15 Rapides at 28th October, 1948. LV-AES was one of six Rapides owned by Taxis Aereos Argentinos (TAASA) that had steel plated undersides to protect them from stones flung up on primitive airstrips. LV-AES, seen here at the Aeroparque, Buenos Aires, on 17th October, 1958, appears to be a Mk. 4. (Photo: F. A. Giró)

Civil Rapides were also impressed into the R.A.A.F. (i.e. VH-UFF/A.33-3, c/n 6270).

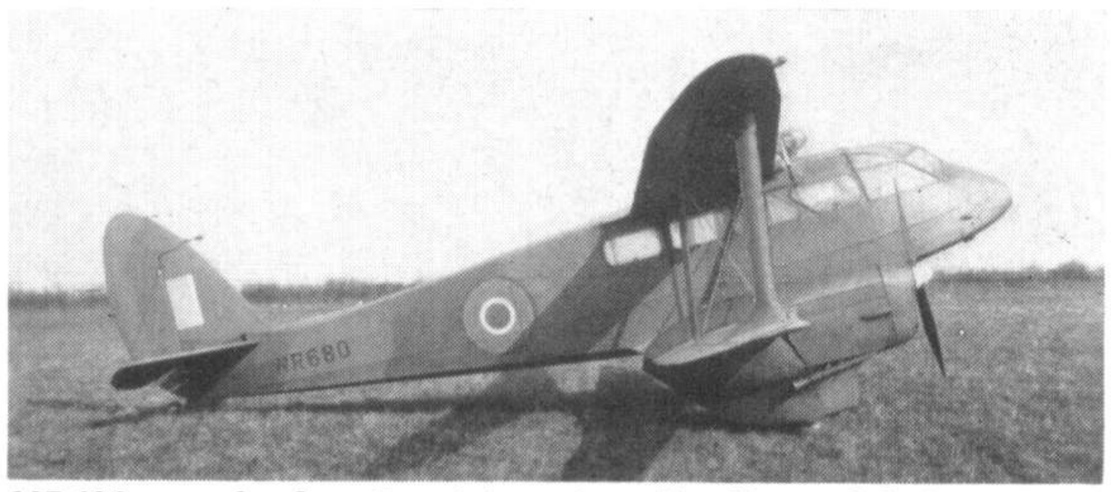
Among the U.K. impressed Rapides were two previously used by Airwork Ltd. as navigational trainers before they were converted to ambulance aircraft and ceremonially handed over to the R.A.F. by H.H. Lady Maud Carnegie at R.A.F. Hendon on 21st May 1941. The two Rapides had been subscribed for by the Silver Thimble Fund and were named *Women of Britain* and *Women of the Empire* (the subject of a colour drawing on p.2). Both aircraft served in Scotland throughout the war and *Women of Britain* survived to be restored to the civil register in 1947 as G-AFMJ.

POSTWAR RAPIDES

After the war only nine impressed Rapides were restored to civil marks, but since large numbers of Dominie aircraft were being sold, many in new condition, this was hardly noticed. Sold by public tender at Nos. 5 & 18 M.U.s, a Dominie conversion to Rapide standard consisted mainly of a new coat of paint, cabin sound proofing and by upholstered seating, new décor, etc. The majority of conversions were undertaken by D.H. at their Witney Repair Depôt, but others were converted and sold by private



The sad sight of N.Z.N.A.C.'s ZK-ALC Tiora *on fire at Rotarua airfield when exhaust flames from the starboard engine set the grass alight and subsequently itself. The burnt away fabric reveals the spars and girder wing structure. There were no human casualties.* (Photo: N.Z. Herald)



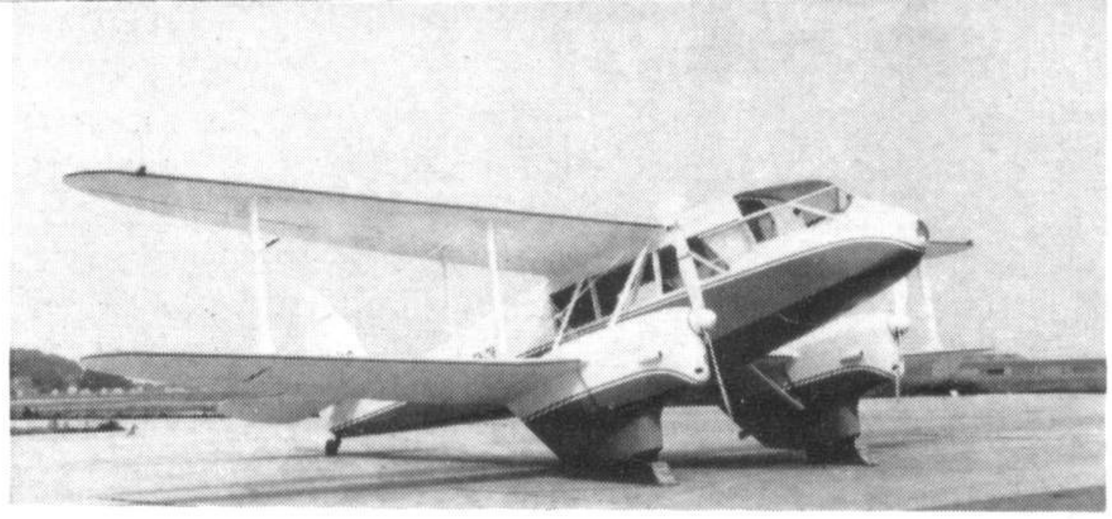
NR680 was the first Dominie to be officially modified to Mk. II standard in 1945. Other Mk. II conversions were NR739, NR748, NR752 and NR788, while production commenced with RL947. NR680 later became G-AKSC of Olley Air Service in 1948. (Photo: Peter Moss collection)

firms, including: Field Aircraft Services, Airwork Ltd., Air Enterprises, W. A. Rollason Ltd., and the Lancashire Aircraft Corporation.

Among the first foreign users of surplus Dominies was K.L.M. who were so keen to start up services in Holland again that, even while the invasion was still in full swing, they repainted a shed on the ruined Schipol Airport at Amsterdam and flew services to local capitals in September 1945 with four Rapides registered PH-RAA to 'RAD. In 1953 K.L.M. were still using a Rapide for aerial photography.

With the war over in Europe, civil aviation in the U.K. began to flex its wings: British European Airways Corporation (B.E.A.) came into existence on the first day of 1946 and was officially established on 1st August. Government policy at that time was to squash the independent airlines so that a state monopoly could be established on internal routes as well as those to Europe. In this they were successful for on 1st February 1947 B.E.A. took over 39 Rapides and the routes operated by G. W. & Southern A/L, Isle of Man A/S, Railway A/S, West Coast A/S and Scottish A/W. Two other airlines maintained a bitter struggle against nationalisation, but Channel Islands A/W (six Rapides) gave in on 1st April, and Allied A/W (G.D.) Ltd. went under on 12th April—although only one of their four Rapides went to B.E.A. Soon they began to appear in the B.E.A. livery of silver and red, but there were far too many and they were gradually sold off, through Airwork Ltd., until nineteen were finally brought together in 1950 and given a collective identity as the "Islander Class" for service on the Scottish, Scilly and Channel Islands routes. Each Rapide received a new livery (illustrated on p.11) and were individually named.

The oldest Rapide to survive the war was G-ACPP operated on A.A.J.C. routes, and after its sale from B.E.A. it enjoyed a long and active life until 1959, when it was withdrawn and later sold to North-Air Services Ltd. in Canada. This firm intended to operate the Rapide from Lake l'Orange as a floatplane and an export C. of A. was issued on 12th June 1961.



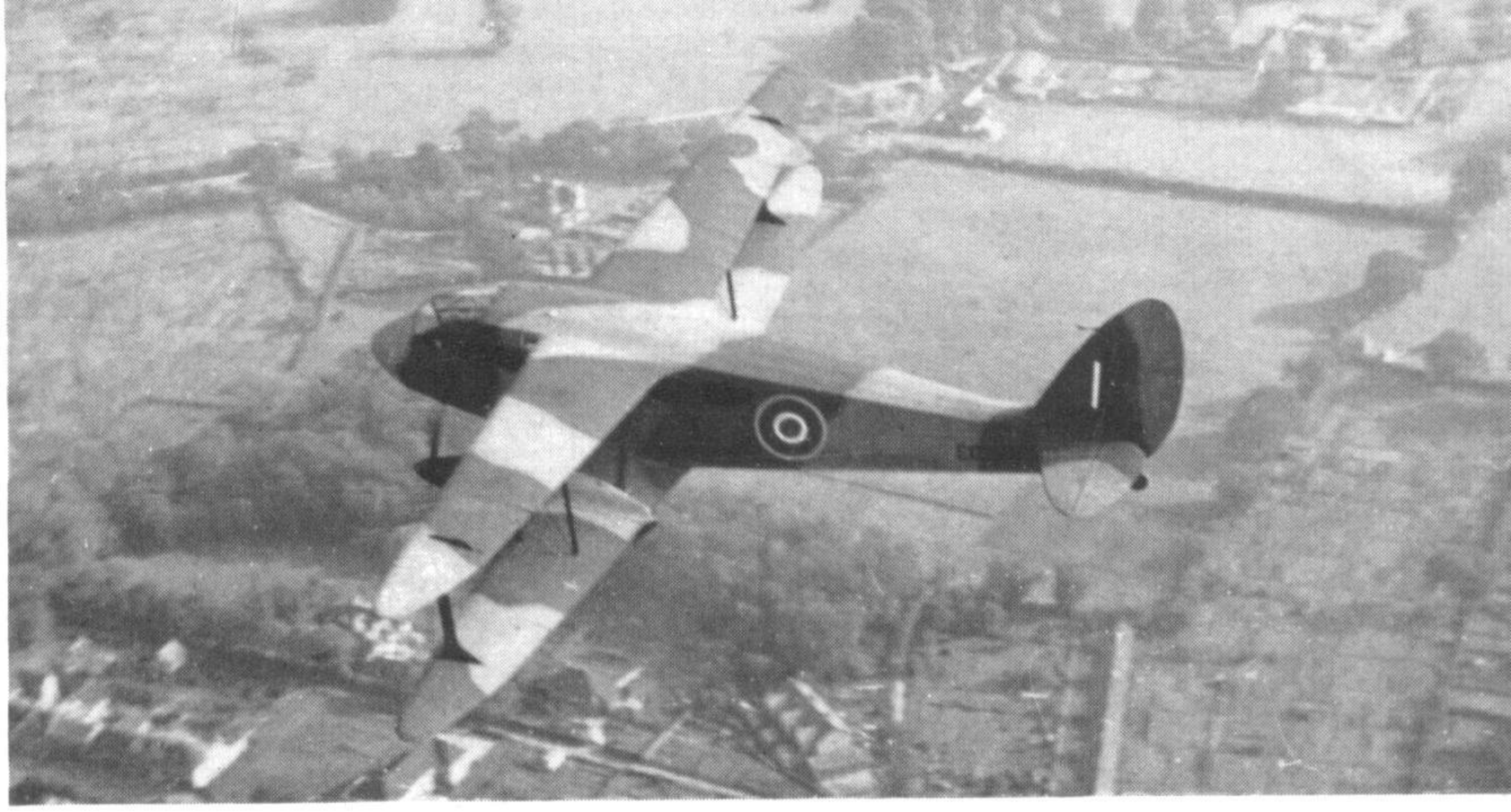
Owned by Avions Fairey S.A., OO-AFG (ex G-AKNV) was stripped down and completely rebuilt in 1958. Modifications included the installation of an electrical actuator (with indicator) for flap operation, 44 channels VHF radio, radio compass, a blue moulded perspex canopy over the pilot's cockpit and enlarged cabin windows. An extra folding door was fitted to allow the carriage of bulky cargo. The exterior was finished in red and white. (Photo: Avions Fairey S.A.)

In August 1962 it was seen uncrated and dismantled at Malton Airport, Toronto, as its owners had abandoned their intentions. G-ACPP was bought by Mr. J. R. Bowdery of Sept Iles, P.Q. in 1963 who had it reassembled and re-registered as CF-PTK; a C. of A. was issued on 2nd March 1964 but was allowed to lapse a year later and the Rapide is now believed to be extinct in Canada.

A similar fate overtook the prototype Rapide in 1961. With its sale to Switzerland in May 1934 it was repainted as CH-287 and given a British C. of A. In 1935 it was re-registered as HB-ARA and in 1937 it was sold to Swissair and again re-registered, this time as HB-APA. Sold to Farner-Werke A.G. in 1954 who, in turn, sold it to Motorfluggruppe Zürich des Ae.C.S. during 1955 (its livery is shown on p.2). Finally withdrawn from use in 1961, the prototype was dismantled at Kloten and although various schemes were put forward to save it, none were effective in preventing its final destruction in 1965.

In the post-war years an attempt was made to introduce mark numbers for three basic versions: the Mk. 1 to cover all surviving pre-war Rapides, Mks. 2 & 3 to cover post-war conversions with the Mk. 2 indicating a cabin layout for six passengers, pilot, and radio operator; the Mk. 3 with eight passengers and pilot. But these distinctions were seldom used in practice. The idea of re-powering the Rapide with D.H. Gipsy Queen 2 engines driving type PD.30/211/1 constant speed propellers was almost certainly first tried out by D.H. on the Dominie E-0220 in September/October 1943 (see illustration), but it was not until the summer of 1953 that Flightways Ltd. at Eastleigh made an identical conversion to their Rapide G-AHGF. With this modification the Rapide was cleared for take-off at an increased all-up weight of 6,000 lb. and its improved climb, cruising and single engine performance made it a popular conversion. Known as the Mk. 4, it could be distinguished from standard Rapides by the larger spinners and the deeper tone of the Gipsy Queen 2s.

However, D.H. were also responsible for installing M.V.P. propellers to their G-AHKA early in 1949. Retrospectively known as the Mk. 5, only the one Rapide was converted. The latest move to modernise the Rapide was made in 1956. To combat the growing restrictions imposed on commercial operators when flying in airport control zones, Air Couriers at Croydon converted and sold G-AHKV to Ind Coope & Allsopp Ltd. with a sophisticated array of radio equipment, consisting of a Bendix SCR269 Automatic Radio Compass, Murphy and Ekco V.H.F. sets and three other special items of radio equipment, including



The only evidence that D.H. might have anticipated the Mk. 4 by ten years. This is indicated by the large spinner and experimental Class "B" marks E-0220. The Dominie was photographed over Hatfield on 9th October 1943.
(Photo: Temple Press)

a fan marker. This extra equipment demands a higher electrical output than that provided by one, or even two, normal wind-driven generators; the port Gipsy Queen 3 is therefore modified to drive a 1,000 watt,24-volt generator, bringing it to 3A standard. Both engines drive a Fairey X5 fixed pitch metal propeller specially designed for the Rapide to give a high cruising speed with only a small sacrifice in take-off performance. Subsequent Rapides so equipped included G-AIDL, 'JHP, 'KNY & 'LBI, before they were belatedly known as the Mk. 6 from 1958, with the conversion of G-APBM by Air Couriers.

Although the R.A.F. had phased out their Dominies in 1946/47, the Royal Navy—who had received 64 during the war—continued to hold 14 on Admiralty charge in 1960 for communications and sea cadet flying. Normally, only three were kept flying at any one time; the rest were stored at Lossiemouth. But the R.N. Dominies were phased out of service in 1963 and thirteen were sold by public tender. Of these, only four became Rapides: HG694, NF847, NF864 & NR782 (see conversion list); the remainder were sold to the Anglo Diesel Co. in June 1963 and have yet to be located.

Now, thirty-two years after the first D.H.89 took to the air, the Dragon Rapide is a dying breed. With stocks of spares dwindling or non-existent, complete aircraft are being grounded and reduced to spares. But the Rapide is still in demand both by home and overseas operators and the latest rôle it is called on to perform is that of a flying platform for skydiving parachutists, in Germany, France and the U.K., a rôle it is likely to be employed on for years to come.

CONSTRUCTION OF THE DRAGON RAPIDE

Built almost entirely of wood, the Rapide's fuselage is a box-type structure with spruce longerons and struts inside a plywood covering, except for the floor, which is clear of any projection, and the whole is faired externally with fabric. The main cabin measures 13 ft. 6 in. long by 4 ft. 6 in. high and 4 ft. wide; the entrance door is at the rear on the port side, and the number of windows depends on the seating arrangement. The wings are of equal span and taper towards the tips; the tapered ailerons (on all four wings) are interconnected by push-pull rods inside the single outer interplane struts, while the connecting arms act as mass-balances. The upper wings have wooden spars, wooden girder ribs, tubular drag-struts, with fabric covering and internal wire bracing; the lower wings are similar but the wing stubs out to the engines have steel tubular spars which are braced by external struts placed between the engines and the fuselage top; split trailing edge flaps are fitted to the 89A model. The wire-braced tailplane is adjustable in the air by a screw-jack beneath the front spar, while the rudder is horn balanced, the elevators are unbalanced, and the entire wooden structure is fabric covered.

The engine nacelles each house a 38 gal. fuel tank and a $3\frac{1}{2}$ gal. oil tank that is cooled by slipstream scoops. The engines are bolted to welded steel mountings in front of the lower wings and are fired by Rotax starters. The whole nacelle is neatly faired by metal panels that also hide the undercarriage legs; the Dunlop wheels are braked by a lever in the cockpit and steering is differentially controlled with the rudder bar through a tracking tailwheel.

With the seaplane version suitable strengthening was required for the float attachments. The introduction of a second cabin door on the starboard side was a safety measure required by the Canadian Department of Transport. The wings had provision for walkways. The all-metal floats were manufactured by the Edo Aircraft Corporation in Canada.

© *Peter Moss, 1966.*

The author wishes to acknowledge the assistance rendered by Air-Britain members: J. R. Ellis, D. K. Fox, A. J. Jackson, L. J. Sarjeant, J. Stroud; and by the Lancashire Aircraft Company.

WEIGHTS AND PERFORMANCE FIGURES

	Prototype	D.H.89 (1936)	D.H.89A & D.H.89B Dominie	D.H.89 (military)	D.H.89A (seaplane)	D.H.89A Mk. 4 & Mk. 6	D.H.89A Mk. 5
Tare Weight	3,076 lb.	3,346 lb.	3,276 lb.	3,368 lb.	—	3,230 lb.	3,500 lb.
All-up Weight	5,000 lb.	5,500 lb.	5,500 lb.	5,372 lb.	5,500 lb.	6,000 lb.	5,750 lb.
Maximum Cruising Speed ... (max. permissible 160 m.p.h.)	160 m.p.h.	157 m.p.h.	157 m.p.h.	148 m.p.h.	130 m.p.h.	150 m.p.h.	145 m.p.h.
Cruising speed	135 m.p.h.	132 m.p.h.	132 m.p.h.	125 m.p.h.	115 m.p.h.	140 m.p.h.	141 m.p.h.
Landing speed	63 m.p.h.	64 m.p.h.	65 m.p.h.	64 m.p.h.	63 m.p.h.	65 m.p.h.	65 m.p.h.
Rate of Climb	1,050 ft./min.	1,000 ft./min.	867 ft./min.	890 ft./min.	700 ft./min.	1,200 ft./min.	955 ft./min.
Take-off run	300 yds.	245 yds.	290 yds.	—	—	—	—
Landing run	265 yds.	220 yds.	170 yds.	—	—	—	—
Ceiling	20,000 ft.	19,500 ft.	19,500 ft.	17,700 ft.	—	16,000 ft.	—
Normal range	590 miles	578 miles	556 miles	550 miles	530 miles	520 miles	—

N.B.—These figures most likely varied between one Rapide and another.

DIMENSIONS: Wing Span 48 ft. 0 in. Length 34 ft. 6 in.
Height 9 ft. 10 in. (10 ft. 3 in.) Wing Area 336 sq. ft.

WINGS: Aspect Ratio 11·7. Dihedral 3 deg.
Section, modified R.A.F.34. Wing Loading 12·8 lbs./sq. ft.

DRAGON RAPIDE PRODUCTION AND DOMINIE PRODUCTION/CONVERSIONS

With total production standing at 727 built between 1934 and 1946, it has been impossible to list subsequent identities and ownerships. As a compromise only the date of first C. of A. validation and its recipient is shown. The first C. of A. date is important in pinpointing, with few exceptions, when the aircraft was completed and first flown, for normally a C. of A. was made valid soon after its first flight; but notable exceptions are the prototype, G-AEOV used for flap trials in November 1936, and those shipped direct to Canada. Concerning the latter, it must be noted that Cs. of A. were not issued to Canadian aircraft until 1937, so the dates quoted prior to 1937 are for the Certificate of Registration only.

RAPIDES (Hatfield built)

Con/ No.	First marks	First C. of A. date	C. of A. issued to
6250	CH-287	10 5 34	Ostschweiz Aero Gesellschaft
6251	G-ACPM	5 7.34	Hillmans Airways Ltd.
6252	G-ACPN	2.8.34	Hillmans Airways Ltd.
6253	G-ACPO	4 9 34	Hillmans Airways Ltd.
6254	G-ACFP	12 3 35	Railway Air Services Ltd. *City of Bristol.*
6255	G-ACPR	18 3 35	Railway Air Services Ltd. *City of Birmingham*
6256	ZS-AES	10 12 34	Cyril Hull. *Mau-Hea-Tom*
6257	G-ACTT	20 10 34	Anglo Iranian Oil Co., Ltd.
6258	G-ACTU	24 9.34	C. R. Anson
6259	ZK-ACO	9 10 34	Melbourne Centenary Air Race Committee. *Tainui*
6260	I-DRAG	27.12.34	Ala Littoria S.A.
6261	G-ACYR	2 2 35	Olley Air Service Ltd.
6262	EC-W27	27.11 34	Lineas Aereas Postales Espanolas (ferry marks)
6263	G-ADAL	2 3 35	Hillmans Airways Ltd.
6264	G-ACZE	15 12 34	Anglo-Persian Oil Co., Ltd.
6265	VH-UVS	8 1 35	The Asiatic Petroleum Co., Ltd. *The Spirit of Shell*
6266	G-ADAG	6 2 35	Hillmans Airways Ltd.
6267	K5070	—	Air Council (Contract No. 362182/34)
	VP-KCK	22.10 37	Wilson Airways Ltd.
6268	G-ACZF	11.2 35	Anglo-Persian Oil Co., Ltd.
6269	G-ACYM	6.3.35	Olley Air Service Ltd.
6270	A.3-1	2.7.35	Royal Australian Air Force
6271	K4772	—	Air Council (Contract No. 352854/34)
6272	G-ADAE	17.4.35	Northern & Scottish Airways Ltd.
6273	OO-JFN	13.3.35	Mons, T. J. Mahieu
6274	G-ACZU	25 3 35	The Rt. Hon. The Viscount Furness
6275	G-ADAO	5.4.35	Thos. R. A. Bevan, Manager of Ethyl Export Corporation, London
6276	G-ADAJ	5 6 35	Hillmans Airways Ltd.
6277	G-ADCL	4.5 35	Anglo American Oil Co., Ltd.
6278	G-ADAH	19.2 35	Hillmans Airways Ltd.
6279	CF-AEO	28 6.35	Quebec Airways Ltd.
6280	G-ADBU	29.4 35	United Airways Ltd.
6231	G-ADAK	14.5.35	British Continental Airways Ltd.
6282	G-ADDE	31.5.35	Aberdeen Airways Ltd. *Aberdonian.*
6283	G-ADDD	8.6.35	F/LT. E. H. Fielden, A.F.C. (for King's Flight)
6284	G-ADDF	8 8 35	Aberdeen Airways Ltd.
6285	VP-YAU	20 7.35	Rhodesian & Nyasaland Airways Ltd.
6286	G-ADBV	6 6.35	Jersey Airways Ltd. *St. Ouens Bay II*
6287	G-ADAI	20 6 35	British Continental Airways Ltd.
6288	G-ADBW	27.6 35	Jersey Airways Ltd. (Not Named)
6289	G-ADBX	4 7.35	United Airways Ltd.
6290	G-ADFX	22.7.35	British American Air Services Ltd.
6291	G-ADFY	26 7.35	W. H. Rhodes-Moorhouse
6292	PH-AKV	30 8.35	The Asiatic Petroleum Co. Ltd.
6293	G-ADIM	31.7.35	British Continental Air Services Ltd. *St. Patrick*
6294	PH-AKW	2 9.35	The Asiatic Petroleum Co., Ltd.
6295	CF-AVJ	24 9 35	Canadian Airways Ltd.
6296	PH-AKU	30 8 35	The Asiatic Petroleum Co., Ltd.
6297	G-ADNG	5.10.35	Iraq Petroleum Transport Co., Ltd.
6298	SU-ABP	27.8 35	Misr Airwork Ltd., Cairo. *Al Kahira*
6299	SU-ABQ	11.9.35	Misr Airwork Ltd., Cairo.
6300	G-ADNH	11 10 35	Iraq Petroleum Transport Co., Ltd.
6301	G-ADNI	17 10 35	Iraq Petroleum Transport Co., Ltd.
6302	SU-ABR	20 9 35	Misr Airwork Ltd., Cairo. *Memphis*
6303	SU-ABS	25 9 35	Misr Airwork Ltd., Cairo. *Helwan*
6304	CF-AYE	11.4 36	D.H. Aircraft of Canada Ltd. (demonstrator)
6305	ZK-AED	18 10 35	Cook Strait Airways Ltd. *Venus.*
6306	ZK-AEE	22 10 35	Cook Strait Airways Ltd. *Iupiter*
6307	CF-BBC	2 11 36	Canadian Airways Ltd.
6308	VT-AHB	11.12 35	H.H. The Maharajah of Jammu and Kashmir
6309	G-ADWZ	9 11.35	The de Havilland Aircraft Co., Ltd.
6310	G-ADYK	10 12 35	D.H. Aircraft Co., Ltd. for Spanish Govt. (ferry marks)
6311	G-ADYL	10 12 35	D.H. Aircraft Co., Ltd. for Spanish Govt. (ferry marks)
6312	G-ADYM	10 12 35	D.H. Aircraft Co., Ltd. for Spanish Govt. (ferry marks)
6313	SU-ABU	16 11.35	Misr Airwork Ltd., Cairo. *Heliopolis*
6314	VH-UVG	17.1 36	The de Havilland Aircraft (Pty) Co., Ltd.
6315	G-ADUM	30 4 36	D.H. Aircraft Co., Ltd. for Turkey's Devlet Hava Yollari. Ferry marks only
6316	G-ADUN	30 4 36	D.H. Aircraft Co., Ltd. for Turkey's Devlet Hava Yollari. Ferry marks only
6317	G-ADUO	30 4 36	D.H. Aircraft Co., Ltd. for Turkey's Devlet Hava Yollari. Ferry marks only
6318	VH-UVI	7 2 36	Adelaide Airways Ltd.
6319	VH-UVT	11 2 36	Adelaide Airways Ltd.
6320	G-AEAJ	14 3 36	Railway Air Services Ltd. *Star of Lancashire*
6321	—	13 5 36	The Imperial Iranian War Ministry
6322	—	18 4 36	The Imperial Iranian War Ministry
6323	—	18 4 36	The Imperial Iranian War Ministry
6324	G-AEAK	4 4 36	Railway Air Services Ltd. *Star of Mona*
6325	G-AEAL	25 4 36	Railway Air Services Ltd. *Star of Yorkshire*
6326	G-AEAM	5 5 36	Railway Air Services Ltd. *Star of Ulster*
6327	G-AEBW	13.5.36	Railway Air Services Ltd. *Star of Renfrew*
6323	G-AEBX	20.5.36	Railway Air Services *Star of Scotia*
6329	YR-DRA	12 6 36	Directio de l'Aviation Civilo (for *L.A.R.E.S.)
6330	YR-DRI	19 6 36	Directio de l'Aviation Civilo (for *L.A.R.E.S.)
6331	YR-DRO	3 7.36	Directio de l'Aviation Civilo (for *L.A.R.E.S.)
6332	G-AEKF	15 6 36	T. G. Mapplebeck
6333	CX-ABU	8 7 36	Ministerio de Salud Publica
6334	ZK-AEC	22.7 36	Cook Strait Airways Ltd. *Mercury*
6335	G-AEGS	7 8 36	Iraq Petroleum Transport Co., Ltd.
6336	G-AEMH	5 9 36	Personal Airways Ltd.
6337	G-AEML	26 9 36	Wrightways Ltd.
6338	YR-DNC	25.8 36	Directio de l'Aviation Civilo (for *L.A.R.E.S.)
6339	G-AEMM	10.10 36	Anglo-Iranian Oil Co., Ltd.
6340	G-AENN	25.11.36	Blackpool & West Coast Air Services Ltd.
6341	G-AENO	10 11.36	Blackpool & West Coast Air Services Ltd.
6342	G-AEOV	3 3 37	The Rt. Hon. The Viscount Forbes
6343	ZK-AEW	30 11 36	Cook Strait Airways Ltd. *Mars*
6344	G-AEPE	24 2 37	Personal Airways Ltd. *Luxembourgh Listener*
6345	G-AERN	24 3 37	West Coast Air Services Ltd.
6346	VH-UXT	2 4 37	Australian National Airways (Pty) Ltd.
6347	OH-BLA	3.3 37	Aero O/Y. *Salama*

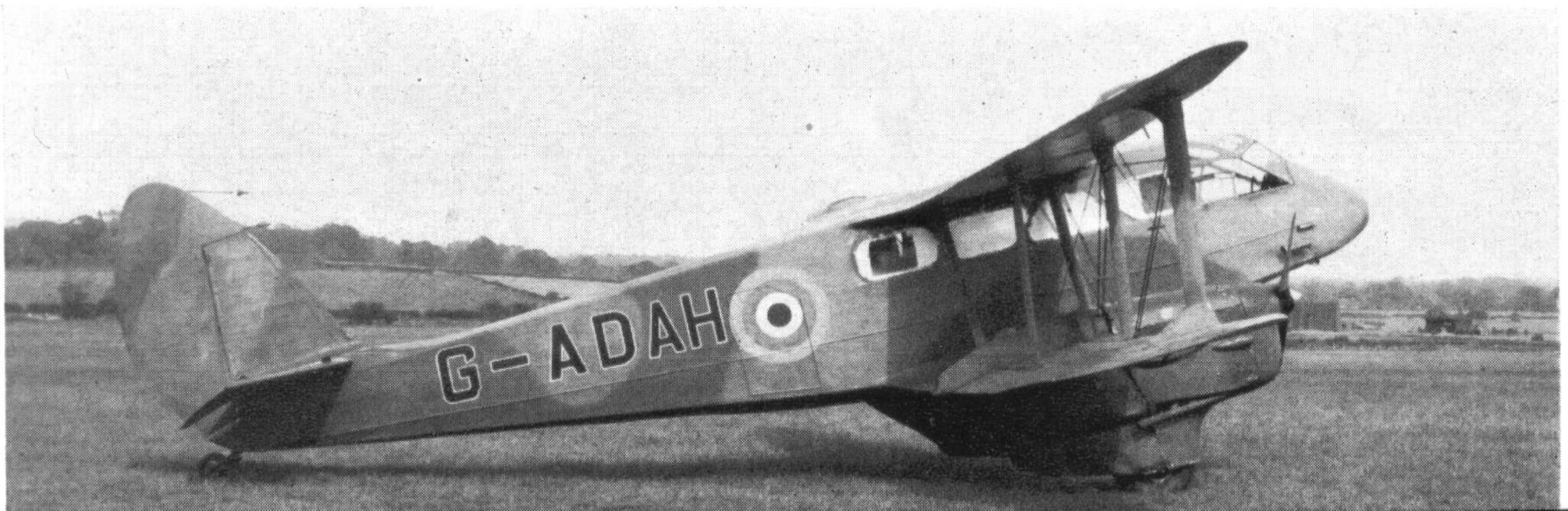
* Linile Aeriene Romane Exploatate cu Statul

6348	—	17 4 37	Lithuanian Air Force
6349	—	17.4 37	Lithuanian Air Force
6350	G-AEPW	15 3 37	Olley Air Services Ltd.
6351	YL-ABC	30.4.37	Post & Telegraphs Dept., Ministry of Commerce, Latvia
6352	YL-ABD	30.4.37	Post & Telegraphs Dept., Ministry of Commerce, Latvia
6353	G-AEPF	17.4 37	Air Commerce Ltd.
6354	CF-BBG	10 6 37	The Globe and Mail Ltd., Toronto
6355	G-AERE	11.5 37	L.H.G. Ltd.
6356	G-AERZ	7.5 37	Air Commerce Ltd.
6357	VP-KCG	7.5 37	Wilson Airways Ltd.
6358	VP-YBJ	21.5 37	Rhodesian & Nyasaland Airways Ltd.
6359	VP-YBK	24 5 37	Rhodesian & Nyasaland Airways Ltd. *City of Salisbury*
6360	VR-SAV	28.5 37	Wearne Bros. Ltd., Singapore. *Governor Raffles*
6361	CR-AAD	9.6 37	Dept. of Railways, Portuguese East Africa* (D.E.T.A.)
6362	CR-AAE	9 6 37	Dept. of Railways, Portuguese East Africa* (D.E.T.A.)
6363	G-AESR	25 6 37	Iraq Petroleum Transport Co., Ltd.
6364	VR-SAW	7.7 37	Wearne Bros. Ltd., Singapore. *Governor Fullerton*
6365	VH-UXZ	1.7.37	Australian National Airways (Pty) Ltd. *Marika*
6366	VP-KCJ	2 7.37	Wilson Airways Ltd.
6367	G-AEWL	18 6 37	Highland Airways Ltd. *Zetland*
6368	G-AEXO	19 7 37	North Eastern Airways Ltd.
6369	G-AEXP	19 7 37	North Eastern Airways Ltd.
6370	CF-BBH	26 8.37	D.H. Canada Ltd. (demonstrator)
6371	CF-BFM	26 11.37	D.H. Canada Ltd. (demonstrator)
6372	G-AFAO	4 8 37	The de Haviland Aircraft Co., Ltd. (Ferry marks to Turkey for Devlet Hava Yollari, became TC-DAG)
6373	CF-BFL	22.10 37	Canadian Airways Ltd.
6374	CF-BFP	23 8 38	Quebec Airways Ltd.
6375	CF-BND	8 9 39	Quebec Airways Ltd.
6376	CF-BNE	4 11 39	Quebec Airways Ltd.
6377	G-AFAH	26 8.37	Personal Airways Ltd.
6378	VT-AIZ	8 9 37	Tata Sons Ltd.
6379	VT-AJA	8 9 37	Tata Sons Ltd.
6380	ZS-AKT	13 9.37	The de Haviland Aircraft of South Africa Ltd.
6381	VT-AJB	8 9 37	Tata Sons Ltd.
6382	F-AQIL	2 12 37	Paul Legastelois
6383	F-AQIM	1 12 37	Paul Legastelois
6384	VH-UZY	12 11 37	W. R. Carpenter & Co., Ltd.
6385	—	15 11 37	Military Council of National Govt. of China
6386	G-AFFF	16.3 38	The de Havilland Aircraft Co., Ltd.
6387	ZS-AME	24 11 37	The Anglo-American Corporation
6388	—	19 11 37	Military Council of National Govt. of China
6389	—	24 11 37	Military Council of National Govt. of China
6390	—	11.12 37	Military Council of National Govt. of China
6391	—	13 12 37	Military Council of National Govt. of China
6392	—	16 12 37	Military Council of National Govt. of China
6393	F-AQIN	4.1.38	Paul Legastelois
6394	VP-KCL	8 1 38	Wilson Airways Ltd.
6395	F-AQJH	21.1 38	Paul Legastelois
6396	F-AQJI	16.3 38	A. Rodier
6397	CR-AAM	12.4 38	Dept. of Railways, Portuguese East Africa* (D.E.T.A.)
6398	CR-AAN	12.4.38	Dept. of Railways, Portuguese East Africa* (D.E.T.A.)
6399	G-AFEN	25.4 38	Sir William Firth

* Divisao de Exploracao dos Transportes Aereos

6400	G-AEMX	—	D.H.92 Dolphin (c/n used ahead of sequence)
6401	OH-BLB	2.5.38	Aero O/Y *Lappi*
6402	G-AFEY	11 4 38	Scottish Airways Ltd.
6403	F-AQOH	5.5.38	Société de Transports du Proche-Orient
6404	VP-YBT	25.4 38	Rhodesian & Nyasaland Airways Ltd.
6405	G-AFEO	9.5.38	North Eastern Airways Ltd.
6406	G-AFEP	13 5.38	North Eastern Airways Ltd.
6407	F-AQOI	19.5 38	Société de Transports du Proche-Orient
6408	G-AFEZ	21 6 38	Wrightways Ltd.
6409	G-AFFB	27 5 38	Iraq Petroleum Transport Co., Ltd.
6410	G-AFFC	2 6 38	Iraq Petroleum Transport Co., Ltd.
6411	ZS-AOM	1.7.38	Stewards & Lloyds of South Africa Ltd.

Rapide G-ADAH of Allied Airways at Redhill in 1940, while operating under N.A.C. aegis. The white-washed windows and non-standard camouflage pattern are worth noting. This Rapide has been in store at Dyce since its C. of A. expired on 9th June, 1947.
(Photo: C. A. Nepean-Bishop)

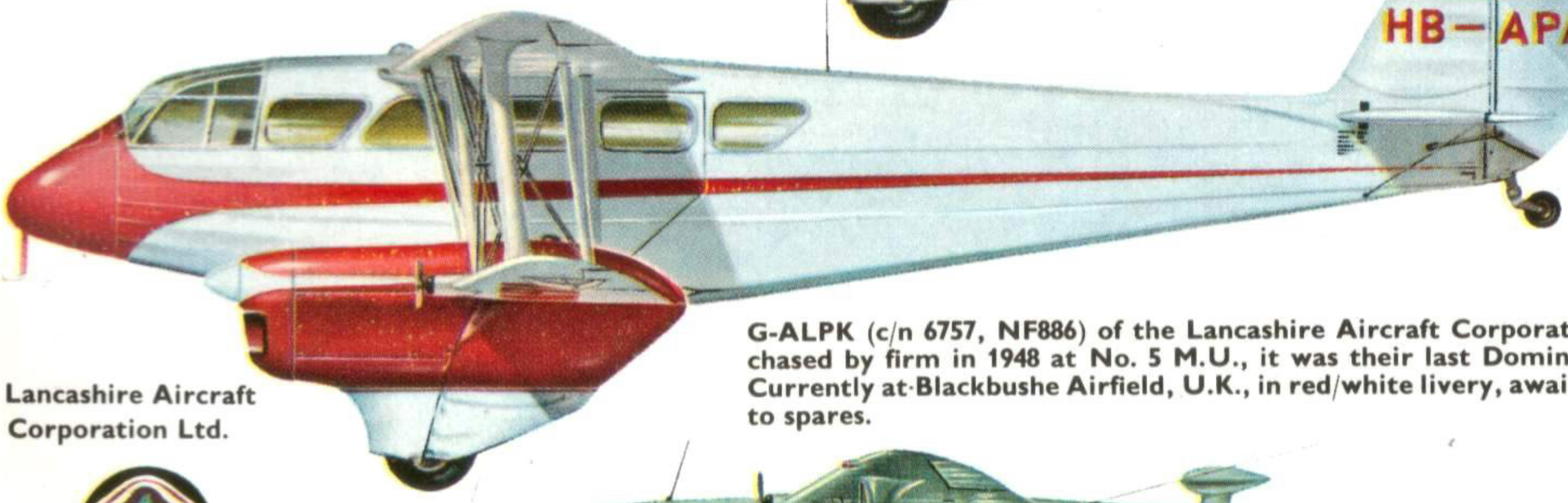


WOMEN OF THE EMPIRE

© KEITH BROOMFIELD

Z7258 (c/n 6434, **G-AFMH**). Impressed Rapide nominally presented to the R.A.F. by the Silver Thimble Fund on 21st May 1941. Used on ambulance duties by No. 1680 Flight at Abbotsinch, U.K., 1941-45.

Nose marking detail of Z7258.



Prototype Rapide, c/n 6250, owned by Motorfluggruppe Zurich des Ae.C.S. from 1955; withdrawn from use 1962.

Lancashire Aircraft Corporation Ltd.

G-ALPK (c/n 6757, NF886) of the Lancashire Aircraft Corporation Ltd. Purchased by firm in 1948 at No. 5 M.U., it was their last Dominie conversion. Currently at Blackbushe Airfield, U.K., in red/white livery, awaiting reduction to spares.

G-AHKV (c/n 6792, NR693) as Mk. 6. Operated by Automobile Association November 1957—June 1963. Currently owned by Cartographical Services (Southampton) Ltd., and based at Eastleigh, U.K.

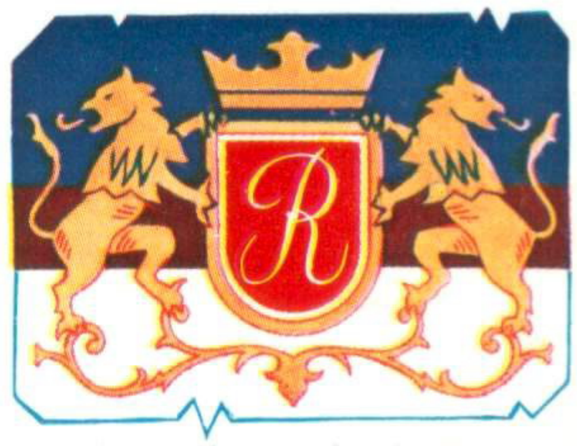
Cambrian Air Services insignia.

G-AJCL (c/n 6722, NF851) operated by Cambrian Air Services on hire from the Allgood Manufacturing Co. for Channel Islands services, 1949-59. Currently owned by F. H. Mann at St. Just, Cornwall, U.K.

Army Parachute Association.

G-AGTM (c/n 6746, NF875) donated by Rothmans of Pall Mall to the Army Parachute Association and used by "The Red Devils" for skydiving during summer months. Rapide shown in 1966 scheme.

Rothmans crest.



6412	VP-YBU	4.7.38	Southern Rhodesia Govt.
6413	VP-KCR	23.7.38	Wilson Airways Ltd.
6414	YI-ZWA	25.7.38	'Iraq Aeroplane Society
6415	YI-HDA	25.7.38	'Iraq Aeroplane Society
6416	YI-FYA	4.8.38	'Iraq Aeroplane Society
6417	G-AFHY	1.9.38	Anglo-Iranian Oil Co., Ltd.
6418	G-AFHZ	15.9.38	Anglo-Iranian Oil Co., Ltd.
6419	G-AFIA	22.9.38	Anglo-Iranian Oil Co., Ltd.
6420	F-ARII	11.11.38	Paul Legastelois
6421	P1764	—	Air Council (Cont. No. 808642/38). Delivered 29.11.38
6422	P1765	—	Air Council (Cont. No. 808642/38). Delivered 29.11.38
6423	ZK-AGT	19.9.38	Cook Strait Airways Ltd. *Neptune*
6424	F-ARIJ	22.11.38	Paul Legastelois
6425	F-ARIK	25.11.38	Paul Legastelois
6426	G-AFLY	30.11.38	Airwork Ltd.
6427	F-ARIL	28.11.38	Paul Legastelois
6428	F-ARIM	7.12.38	Paul Legastelois
6429	G-AFLZ	14.12.38	Airwork Ltd. (for No. 6 C.A.N.S.)
6430	G-AFMA	3.1.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6431	G-AFME	13.1.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6432	G-AFMF	20.1.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6433	G-AFMG	1.2.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6434	G-AFMH	6.2.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6435	G-AFMI	20.2.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6436	G-AFMJ	27.2.39	Airwork Ltd. (for No. 6 C.A.N.S.)
6437	HB-AME	22.3.39	Alpar Schweizerische Luftverkehrs A-G.
6438	HB-AMU	29.3.39	Alpar Schweizerische Luftverkehrs A-G.
6439	CR-AAT	25.4.39	Dept. of Railways, Portuguese East Afrca (D.E.T.A.)
6440	CR-AAU	4.5.39	Dept. of Railways, Portuguese East Afrca (D.E.T.A.)
6441	G-AFRK	8.5.39	I.o.M. Air Services Ltd.
6442	G-AFNC	21.6.39	The Aircraft Operating Co., Ltd.
6443	G-AFND	29.6.39	The Aircraft Operating Co., Ltd.
6444	—	11.5.39	China National Aviation Corporation
6445	G-AFSO	22.5.39	Western Airways Ltd.
6446	R2485	—	Air Council (Cont. No. 981944/39). Delivered 28.7.39.
6447	R2486	—	Air Council (Cont. No. 981944/39). Delivered 28.7.39.
6448	R2487	—	Air Council (Cont. No. 981944/39). Delivered 28.7.39.
6449	PP-VAN	23.8.39	Dr. Mario B. Andra
6450	G-AFOI	28.8.39	Scottish Airways Ltd.
6451	CR-LAV	24.8.39	D.T.A. Divisao de Exploracao dos Transportes Aereos de Angola
6452	CR-LAU	29.8.39	D.T.A. Divisao de Exploracao dos Transportes Aereos de Angola
6453	CR-LAT	29.8.39	D.T.A. Divisao de Exploracao dos Transportes Aereos de Angola
6454	VT-ALO	26.7.39	Air Services of India Ltd.

Subsequent Rapide production at Hatfield was devoted to building a trainer version to R.A.F. contracts, with the exception of airframe nos. 6462, 6472 and 6584. The D.H. Gipsy Six engine was renamed Gipsy Queen for R A.F. service and the Mk.III version was used from X7330 onwards. At the same time, in January 1941, the Rapide was renamed D.H.89B Dominie by the R.A.F. Later, the trainer was known as the Mk. I and the communications type the Mk. II. Wartime Rapides:

6462	Experimental (static)		
6472	CF-BNG	12.9.40	D.H. Aircraft of Canada Ltd., Toronto
6584	G-AGDM	8.11.41	Allied Airways (Gander Dower) Ltd. *Eldorado*

Dominie Mk. I:
Contract No. 9869/39 (2 a/c):
6455–6456 P9588-9589 Delivered 21-9-39
Contract No. B21547/39 (14 a/c):-
6457–6461 R5921–5925 Delivered September to October 1939
6463–6471 R5926–5934 Delivered October to December 1939
Contract No. B26448/39 (20 a/c):
6473–6492 R9545–9564 Delivered January to May 1940
Contract No. B104592/40 (150 a/c):
6493–6527 X7320–7354 Delivered August 1940 to May 1941
6528–6577 X7368–4717 Delivered June to October 1941
6578–6583 X7437–7442 Delivered October to November 1941
6585–6598 X7443–7456 Delivered November to December 1941
6599–6642 X7482–7525 Delivered January to August 1942
X7526 Cancelled August 1942

N.B.: *X7524–7525 deleted from Contract for supply to Misr Airwork Ltd., but were lost at sea and were replaced by X7384 and X7391.*

Production was now transferred from Hatfield to the Brush Coachworks Ltd. at Loughborough:
Dominie Mks. I and II:
Contract No. A/c 2580/C.20a (275 a/c, increased to 375 a/c):
6643–6673 HG644–674 Delivered March to November 1943
6674–6717 HG689–732 Delivered November 1943 to April 1944
6718–6767 NF847–896 Delivered April to June 1944
6768–6800 NR669–701 Delivered July to October 1944
6801–6844 NR713–756 Delivered November 1944 to January 1945
6845–6891 NR769–815 Delivered January to June 1945
6892–6917 NR828–853 Delivered June to August 1945
6918–6950 RL936–968 Delivered September 1945 to March 1946
6951–6957 RL980–986 Delivered March 1946
RL987–999 Cancelled 11.12.44
RM112–158 Cancelled 11.12.44
Contract No. A/c 5072/C.20a (50 a/c):
6958–6977 TX300–319 Delivered March to July 1946
TX320–339 Cancelled
TX361–370 Cancelled

DOMINIE CONVERSIONS TO RAPIDE IN U.K. 1941–65
Part 1: To the British Civil Register—

Registration	*c/n*	*Serial*	*C. of A. date*	*Issued to*
G-AGDG	6547	X7387	21.10.41	Scottish Airways Ltd.
G-AGDH	6548	X7388	10.10.41	Scottish Airways Ltd.
G-AGED	6621	X7504	25.4.42	Scottish Airways Ltd.
G-AGEE	6622	X7505	15.5.42	Great Western & Southern Airlines Ltd.
G-AGFU	6463	R5926	1.2.43	Anglo-Iranian Oil Co. Ltd.
G-AGHI	6455	P9588	18.3.44	Allied Airways (Gandar Dower) Ltd. *The Shetlander*
G-AGIC	6522	X7349	20.8.43	Scottish Airways Ltd.
G-AGIF	6509	X7336	20.7.43	Great Western & Southern Airlines Ltd.
G-AGJF	6499	X7326	29.10.43	Scottish Airways Ltd.
G-AGJG	6517	X7344	15.2.44	Scottish Airways Ltd.
G-AGLE	6784	NR685	12.2.45	Railway Air Services Ltd.
G-AGLN	6795	NR696	1.12.44	Anglo-Iranian Oil Co., Ltd.
G-AGLP	6780	NR681	2.2.45	Railway Air Services Ltd.
G-AGLR	6781	NR682	13.1.45	Railway Air Services Ltd.
G-AGNH	6803	NR715	16.5.45	B.O.A.C. (for E.A.A.C.)
G-AGOJ	6850	NR774	27.9.45	Scottish Airways Ltd.
G-AGOP	6873	NR797	3.8.45	Iraq Petroleum Transport Co., Ltd.
G-AGOR	6877	NR801	3.8.45	Iraq Petroleum Transport Co., Ltd.
G-AGOT	6876	NR800	21.7.45	
G-AGOU	6875	NR799	21.7.45	
G-AGOV	6874	NR798	29.8.45	B.O.A.C. (for E.A.A.C.)
G-AGOW	6849	NR773	6.7.45	B.O.A.C. (for E.A.A.C.)
G-AGOX	6848	NR772	6.7.45	B.O.A.C. (for E.A.A.C.)
G-AGPH	6889	NR813	30.6.45	
G-AGPI	6885	NR809	30.6.45	Jersey Airways Ltd.
G-AGSH	6884	NR808	27.8.45	Jersey Airways Ltd.
G-AGSI	6886	NR810	15.8.45	Olley Air Service Ltd.
G-AGSJ	6888	NR812	15.8.45	I.o.M. Air Services Ltd.
G-AGSK	6887	NR811	27.8.45	Channel Islands Airways Ltd.
G-AGTM	6746	NF875	6.12.45	Iraq Petroleum Transport Co., Ltd.
G-AGTN	6749	NF878	17.12.45	Iraq Petroleum Transport Co., Ltd.
G-AGUF	6855	NR779	29.10.45	Minister of Civil Aviation, Jersey
G-AGUG	6859	NR783	8.11.45	Minister of Civil Aviation, Jersey
G-AGUP	6911	NR847	20.12.45	I.o.M. Air Services Ltd.
G-AGUR	6910	NR846	20.12.45	Scottish Airways Ltd.
G-AGUU	6908	NR844	10.1.46	Railway Air Services Ltd.
G-AGUV	6912	NR848	9.1.46	Great Western & Southern Airlines Ltd.
G-AGWC	6916	NR852	21.1.46	British American Air Services Ltd.
G-AGWP	6918	RL936	18.1.46	Morton Air Services Ltd.
G-AGWR	6917	NR853	25.1.46	Morton Air Services Ltd.
G-AGZJ	6936	RL954	1.4.46	British American Air Services Ltd.
G-AGZK	6937	RL955	21.3.46	British American Air Services Ltd.
G-AGZO	6913	NR849	11.2.46	Air Taxis (Croydon) Ltd.
G-AGZU	6773	NR674	12.2.46	Hunting Air Travel Ltd.
G-AHAG	6926	RL944	18.2.46	Lancashire Aircraft Corporation Ltd.
G-AHEA	6946	RL964	12.4.46	Lancashire Aircraft Corporation Ltd.
G-AHEB	6945	RL963	17.4.46	Portsmouth Aviation Ltd.
G-AHED	6944	RL962	25.4.46	Marshall's Flying School Ltd.
G-AHFJ	6545	X7385	28.5.46	Skyways Ltd. *Sky Trail*
G-AHGC	6583	X7442	25.6.46	Hawker Aircraft Ltd.
G-AHGD	6862	NR786	17.5.46	Lancashire Aircraft Corporation Ltd.
G-AHGF	6903	NR839	19.11.45	M.A.P. (before reg'n).
G-AHGG	6902	NR838	26.11.45	Sold to R.A.S. 4.46
G-AHGH	6934	RL952	6.3.46	R.A.S. (M.o.S. & A.P.)
G-AHGI	6935	RL953	18.3.46	R.A.S. (M.o.S. & A.P.)
G-AHIA	6948	RL966	8.4.46	Morton Air Services Ltd.
G-AHJA	6486	R9558	8.5.47	Vickers Armstrongs Ltd.
G-AHJS	6967	TX309	18.7.46	Fairey Aviation Ltd.
G-AHKA	6839	NR751	20.5.46	De Havilland Aircraft Co., Ltd.
G-AHKB	6596	X7454	11.5.46	Vickers Armstrongs Ltd.
G-AHKR	6824	NR736	9.7.46	
G-AHKS	6812	NR724	26.8.46	
G-AHKT	6811	NR723	22.6.46	M.o.S. (for B.E.A.C.)
G-AHKU	6810	NR722	14.6.46	
G-AHKV	6792	NR693	25.7.46	
G-AHLF	6494	X7321	20.6.46	Westland Aircraft Ltd.
G-AHLL	6576	X7416	28.6.46	
G-AHLM	6708	HG723	13.7.46	Scottish Airways Ltd.
G-AHLN	6754	NF883	6.10.46	
G-AHLU	6633	X7516	30.7.46	North Sea Air Transport Ltd.
G-AHPT	6478	R9550	6.10.46	Field Consolidated Aircraft Services Ltd.
G-AHPU	6963	TX305	29.6.46	Hunting Air Travel Ltd.
G-AHPV	6759	NF888	19.9.46	Field Consolidated Aircraft Services Ltd.
G-AHPW	6678	HG693	9.10.46	Field Consolidated Aircraft Services Ltd.
G-AHPX	6429	Z7254	17.9.46	Ditto. Reg'n cancelled and a/c restored to original marks G-AFLZ
G-AHPY	6561	X7401	18.10.46	Field Consolidated Aircraft Services Ltd.
G-AHRH	6823	NR735	18.10.46	Gloster Aircraft Co., Ltd.
G-AHTR	6964	TX306	4.7.46	Anglo-Iranian Oil Co., Ltd.
G-AHTS	6962	TX304	22.6.46	Anglo-Iranian Oil Co., Ltd.
G-AHTT	6966	TX308	18.7.46	Anglo-Iranian Oil Co., Ltd.
G-AHTY	6608	X7491	1.8.46	Air Training (Fairoaks) Ltd.
G-AHWF	6965	TX307	4.7.46	Hunting Air Travel Ltd.
G-AHXV	6747	NF876	16.8.46	M.o.S. (for B.E.A.C.
G-AHXW	6782	NR683	16.8.46	M.o.S. (for B.E.A.C.
G-AHXX	6800	NR701	9.8.46	M.o.S. (for B.E.A.C.
G-AHXY	6808	NR720	13.9.46	M.o.S. (for B.E.A.C.
G-AHXZ	6825	NR737	5.9.46	M.o.S. (for B.E.A.C.
G-AIBB	6813	NR725	6.5.48	B.O.A.C. (bought 7.46 ex 5 M.U.)
G-AIDL	6968	TX310	5.9.46	E.L. Gander Dower, t/a Allied A/W. *The Wanderer*
G-AIHN	6498	X7325	25.10.46	Railway Air Services Ltd.
G-AIUI	6675	HG690	29.5.47	Kenning Aviation Ltd.
G-AIUJ	6724	NF853	23.7.47	Kenning Aviation Ltd.
G-AIUK	6640	X7523	26.9.47	Kenning Aviation Ltd.
G-AIUL	6837	NR749	8.5.47	Kenning Aviation Ltd.
G-AIUM	6519	X7346	19.2.47	Southern Aircraft (Gatwick) Ltd.
G-AIUN	6602	X7485	7.8.47	Air Schools Ltd.
G-AIUO	6467	R5930	20.6.47	Air Schools Ltd.
G-AIWG	6497	X7324	6.1.47	North Sea Air Transport Ltd.
G-AIWY	6775	NR676	26.11.46	De Havilland Aircraft Co., Ltd. (Direct sale)
G-AIWZ	6867	NR791	13.1.47	North Sea Air Transport Ltd.
G-AIYE	6815	NR727	23.12.46	Olley Air Service Ltd.
G-AIYP	6456	P9589	17.1.47	Garden Corner.
G-AIYR	6676	HG691	26.2.48	Reid & Sigrist Ltd.
G-AIYY	6854	NR778	23.1.47	Reid & Sigrist Ltd.
G-AIZI	6861	NR785	25.3.47	Reid & Sigrist Ltd.
G-AJBJ	6765	NF894	26.3.47	Birkett Air Services Ltd.
G-AJCL	6722	NF851	25.9.49	Butlins Ltd.
G-AJDN	6860	NR784	30.4.47	Birkett Air Services Ltd.
G-AJFJ	6587	X7445	27.6.47	Field Aircraft Services Ltd.
G-AJFK	6552	X7392	29.4.47	Field Aircraft Services Ltd.
G-AJFL	6631	X7514	30.4.47	Field Aircraft Services Ltd.
G-AJFM	6496	X7323	6.9.47	Field Aircraft Services Ltd.
G-AJFN	6520	X7347	23.7.47	Field Aircraft Services Ltd.
G-AJFO	6726	NF855	23.7.47	Field Aircraft Services Ltd.
G-AJGV	6589	X7447	30.4.47	A. Hamson & Son Ltd.
G-AJGZ	6883	NR807	13.5.47	Anglo-Iranian Oil Co., Ltd.
G-AJHO	6835	NR747	27.6.47	Brooklands Aviation Ltd.
G-AJHP	6770	NR671	16.5.47	Brooklands Aviation Ltd.
G-AJKE	6555	X7395	28.8.47	Private Air Hire Service Ltd.
G-AJKH	6763	NF892	8.1.48	Airwork Ltd.
G-AJKI	6868	NR792	31.10.47	Airwork Ltd.
G-AJKW	6539	X7379	30.7.48	Lancashire Aircraft Corporation Ltd.
G-AJKX	6457	R5921	18.7.47	Lancashire Aircraft Corporation Ltd.
G-AJKY	6553	X7393	25.7.47	Lancashire Aircraft Corporation Ltd.
G-AJMY	6511	X7338	17.2.48	Aircraft & Engineering Service Co., Ltd.
G-AJNA	6516	X7343	23.7.47	Field Aircraft Services Ltd.
G-AJSJ	6826	NR738	25.7.47	Field Aircraft Services Ltd.
G-AJSK	6500	X7327	27.4.48	Field Aircraft Services Ltd.
G-AJSL	6801	NR713	26.10.49	Field Aircraft Services Ltd.
G-AJTU	6558	X7398	7.10.47	J. E. Coxon, t/a Southern Aircraft (Gatwick) Ltd.
G-AJVA	6600	X7483	1.3.48	Iraq Petroleum Transport Co., Ltd.
G-AJVB	6753	NF882	10.5.48	Iraq Petroleum Transport Co., Ltd.
G-AJXB	6530	X7370	15.12.48	Field Aircraft Services Ltd.
G-AKBW	6585	X7443	Nil	Field Aircraft Services Ltd.
G-AKED	6487	R9559	20.1.48	A. Hamson & Son Ltd.
G-AKEU	6672	HG673	3.6.48	Iraq Petroleum Transport Co., Ltd.
G-AKFO	6460	R5924	Nil	Southern Aircraft (Gatwick) Ltd.
G-AKGV	6796	NR697	17.10.47	Ciro's Aviation Ltd.
G-AKGY	6723	NF852	20.5.48	Manx Air Charters Ltd. *Glen Maye*
G-AKIF	6838	NR750	22.12.47	Manx Air Charter Ltd. *Glen Wyllin*
G-AKJY	6447	R2486	13.5.48	Brooklands Aviation Ltd.
G-AKJZ	6880	NR804	3.6.49	East Anglian Flying Services Ltd.
G-AKLA	6764	NF893	18.1.50	Darlington & District Aero Club Ltd.
G-AKMD	6802	NR714	10.9.48	Butlins Ltd.
G-AKME	6767	NF896	7.5.48	Tyne Taxis Ltd.
G-AKMF	6617	X7500	11.5.48	C. F. Cockburn
G-AKMG	6635	X7518	13.5.48	Sivewright Airways Ltd.
G-AKMH	6704	HG719	16.6.48	Walter Westoby
G-AKND	6515	X7342	1.4.48	B. T. Aikman
G-AKNE	6591	X7449	30.5.49	R. J. Martin
G-AKNF	6518	X7345	2.5.49	R. J. Martin
G-AKNN	6598	X7456	22.4.48	West Cumberland Air Services Ltd.
G-AKNV	6458	R5922	24.3.48	Lancashire Aircraft Corporation Ltd.
G-AKNW	6469	R5932	7.4.48	Lancashire Aircraft Corporation Ltd.
G-AKNX	6629	X7512	13.2.48	Air Enterprises Ltd.
G-AKNY	6470	R5933	25.3.48	Air Enterprises Ltd.
G-AKNZ	6550	X7390	9.3.48	Air Enterprises Ltd.
G-AKOA	6618	X7501	18.3.48	Air Enterprises Ltd.
G-AKOB	6492	R9564	19.3.48	Air Enterprises Ltd.

PRINTED IN ENGLAND © Profile Publications Ltd., P.O. Box 26, 1a North Street, Leatherhead, Surrey, England by George Falkner & Sons Ltd., for McCorquodale City Printing Division, London. U.S. 2nd Class Mailing Rates applied for. Profile Publications Ltd. is a member of the Norprint Division of the Norcros Group with world distribution network, retaining all rights in all languages. North American Import Agency rights delegated to J.W.C. Aeronautica, 7506 Clybourn Avenue, Sun Valley, California 91352; North American Distributive Agency rights vested in the National Aerospace Education Council, 616 Shoreham Building, 806 15th Street N.W., Washington D.C. 20005. Reproduction of, or any part of, this publication is expressly forbidden under the terms of International Copyright Law except as subject to written permission by the Managing Director, Profile Publications Ltd.